

City and County of San Francisco
Department of City Planning

640 BATTERY STREET OFFICE BUILDING EXPANSION

DRAFT ENVIRONMENTAL IMPACT REPORT

97.678E

May 23, 1998

D

Draft EIR Publication Date:

May 23, 1998

Draft EIR Public Hearing Date:

June 25, 1998

Draft EIR Public Comment Period:

May 23 - June 25, 1998

REF
711.4097
Si965d

SAN FRANCISCO PUBLIC LIBRARY



3 1223 04714 1958

5/S

GOVERNMENT INFORMATION CENTER
SAN FRANCISCO PUBLIC LIBRARY
500 CENTER
SAN FRANCISCO, CALIFORNIA 94102

SAN FRANCISCO
PUBLIC LIBRARY

REFERENCE
BOOK

Not to be taken from the Library



PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
FAX: 558-6426

CURRENT PLANNING/ZONING
FAX: 558-6409

LONG RANGE PLANNING
FAX: 558-6426

DATE: May 23, 1998

TO: Distribution List for the 640 Battery Street Office Building Expansion Project Draft EIR

FROM: Hillary E. Gitelman, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 640 Battery Street Office Building Expansion (Case Number 97.678E)

This is the Draft of the Environmental Impact Report (EIR) for the 640 Battery Street office Building Expansion. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments; it may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Office of Environmental Review within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

REF 711.4097 Si965d

640 Battery Street
office building
1998.

3 1223 04714 1958

S.F. PUBLIC LIBRARY

640 Battery Street Office Building Expansion Draft Environmental Impact Report

TABLE OF CONTENTS

	<u>Page</u>
I. Summary	1
II. Project Description	11
A. Project Sponsor's Objectives	11
B. Site Location and Project Characteristics	11
C. Project Approval Requirements	18
III. Environmental Setting	21
A. Land Use and Zoning	21
B. Urban Design	24
C. Transportation/Circulation	30
IV. Environmental Impacts	35
A. Land Use and Zoning	35
B. Urban Design	36
C. Transportation/Circulation	41
D. Growth Inducement	55
V. Mitigation Measures Proposed to Minimize Significant Impacts of the Project	57
VI. Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	61
VII. Alternatives to the Proposed Project	62
A. No Project Alternative	62
B. Modified Office Alternative, with Parking	63
C. Residential Alternative	65
VIII. EIR Authors	67

	<u>Page</u>
IX. Appendices	70
A. Initial Study and EIR Requirement	A.1
B. Draft EIR Distribution List	A.32
C. Intersection Level of Service Descriptions	A.44
D. Pedestrian Level of Service Descriptions	A.48

List of Figures

1	Project Location	12
2	First Floor Plan	14
3	Fourth Floor Plan	15
4	South and West Elevations	16
5	North and East Elevations	17
6	Existing Land Uses	22
7	Project Site Looking North on Battery Street	25
8	Project Site Looking South on Battery Street	26
9	Project Site Looking West on Pacific Avenue	27
10	Project Site Looking West from Sydney Walton Square Park	28
11	Existing Transit Network and Stop Locations	31
12	Photomontage Looking North on Battery Street	37
13	Photomontage Looking South on Battery Street	38
14	Photomontage Looking West on Pacific Avenue	39
15	Photomontage Looking West from Sydney Walton Square Park	40

List of Tables

1	Existing Intersection Levels of Service	44
2	Intersection Level of Service	44
3	Existing Plus Project Pedestrian Crosswalk Levels of Service	46
4	Future Cumulative Intersection Levels of Service	49

I. SUMMARY

A. INTRODUCTION

This document is a Draft Environmental Impact Report (DEIR) prepared in accordance with the California Environmental Quality Act (CEQA) regarding the proposed office building expansion at 640 Battery Street. CEQA requires that an Environmental Impact Report (EIR) be prepared for any project to be undertaken or approved by a local or State agency that may have a significant effect on the environment (California Public Resources Code, Section 21000).

An application for environmental review evaluation for the 640 Battery Street Office Building Expansion Project was filed on October 23, 1997. On the basis of the Initial Study published on March 14, 1998, the San Francisco Planning Department, Office of Environmental Review, determined that an EIR was required. This document, together with its appendices, constitutes a DEIR on the proposed 640 Battery Street Office Expansion project. The Lead Agency responsible for preparing the EIR on this project is the Planning Department for the City and County of San Francisco. This EIR is intended to provide sufficient environmental documentation to allow the project decision makers to make an informed decision concerning the proposed 640 Battery Street Office Expansion project.

B. PROJECT DESCRIPTION

The proposed project would entail reuse of the existing 640 Battery Street Building, with construction of three new stories on top of the building. The completed building would be 84 feet high and would house 5-1/2 stories (6 floors, the first floor is largely below grade) of offices. Approximately 93,500 square feet would be added to the existing about 120,000 square feet, for a total of approximately 213,500 square feet of office use. No off-street parking or loading would be provided.

The existing cement facade of the building constructed in 1927 (and expanded in 1937) would be modified, the large industrial-sash windows would be replaced, and the exterior would be reclad (overlaid). The facade of the new 3-story addition to the building would generally feature the same window pattern as the existing building. The fourth and fifth floors would continue the existing Pacific Avenue and Battery Street facades, but would be set back about 49 feet on the Jackson Street frontage and approximately 79 feet on the Front Street frontage. The entrance to the project would be on Battery Street and two entry bays of the facade would be set back about eight feet (with an approximately 38-foot width) from the sidewalk in order to separate the building mass along the street.

Project construction would take approximately 14 months. The total hard construction cost is estimated at \$12,500,000. The project sponsor is Martin/Battery Associates L.P., and the project architects are Field Paoli and McCluskey and Associates, Inc.

Following completion and certification of the Final EIR, the project would require the following approvals:

- Approval of a Conditional Use Authorization by the City Planning Commission for exceptions from certain *City Planning Code* requirements for bulk; authorization of new office space under procedures set forth in *City Planning Code* Sections 321, Office Development Annual Limit, and a finding that the project is consistent with the Priority Policies of Section 101.1 of the *City Planning Code* and applicable Objectives and Policies of the *City General Plan*.
- Approval by the Zoning Administrator of a Variance from Parking and Loading Standards contained in Section 151 of the *City Planning Code*.
- Approval of the construction permit by the Department of Building Inspection and the Planning Department.

C. MAIN ENVIRONMENTAL EFFECTS

The proposed 640 Battery Street Office Building Expansion project would increase the amount of office use at the project site. Potentially significant environmental effects of the project include effects related to transportation issues which are discussed in this EIR. For informational purposes land use and urban design effects of the project are also discussed. The Initial Study determined that issues related to land use, urban design, glare, population and housing, noise, air quality, shadow, wind, utilities and public services, biology, hydrology, water quality, geology

and topography, energy and natural resources, hazards, and cultural resources would be either insignificant or would be mitigated through measures included in the project. (See Initial Study, Appendix A).

LAND USE

The proposed project would continue and expand upon the land use previously occupying the site. The introduction of additional office use to the project site would not be a significant effect because it would occur in an area that is already intensively developed and primarily devoted to office use. The proposed office use would be similar in character to other office buildings scattered throughout the larger C-2 zoning district, and would be compatible with the prevailing urbanized commercial/office character of the area.

URBAN DESIGN

The 3-story addition to the existing 2½-story building would enlarge the building in a manner similar to the scale, of other buildings in the project area. The increased bulk of the building would be noticeable from adjacent and nearby properties and public areas. Private views from some floors up to the 6th level in buildings which currently face the project on Pacific Avenue, Battery and Jackson Streets would be partially obstructed by the proposed addition, and longer range private views could also be affected to some degree. These changes would not be inconsistent with the dense, urban character of the surrounding area. The proposed project would not intrude on any public right-of-way.

TRANSPORTATION

The project would generate about 1,920 net new person trip-ends on a weekday. During the P.M. peak hour (4:30 to 5:30 P.M.), the project would generate about 87 net new person trip-ends. Of the 87 net new person trips, it is estimated that about 40 trips would be made by transit, 30 would be made by automobile, and 17 would be made by walking, bicycles or motorcycles.

Four signalized intersections analyzed in the project vicinity included Battery Street/Broadway, Battery Street/Pacific Avenue, Battery Street/Jackson Street, and Battery Street/Sacramento Street. One non-signalized intersection at Jackson Street/Front Street was also analyzed. Existing traffic conditions were evaluated for the weekday P.M. peak period (4:00 to 6:00 P.M.).

Two study intersections (Battery Street/Pacific Avenue and Front/Jackson Streets) are currently operating at level of service (LOS) A (excellent), two intersections (Battery Street/Broadway and Battery/Jackson Streets) are operating at LOS B (very good) and the Battery/Sacramento Street intersection is operating at LOS C (good). The addition of project-generated traffic would not result in any changed in the LOS at the study intersections.

Over time, traffic volumes in downtown San Francisco are expected to increase, whether or not the proposed project is approved. These "cumulative" increases will result in increased congestion on freeways, major arterials, and the local streets which access these facilities. Vehicle trips associated with the proposed project would contribute a tiny increment to this congestion (i.e. about 30 net new vehicle trips in the P.M. peak hour).

The site is well served by both local and regional transit carriers. Thirteen MUNI lines and three Golden Gate Transit lines operate within the immediate vicinity of the project. The project would generate 40 new transit trips (or about 3 inbound and 37 outbound) during the weekend day P.M. peak hour. There would be sufficient capacity to accommodate the additional transit trips. Project transit trips would contribute to an overall increase in cumulative ridership.

With the addition of project-generated pedestrian traffic at the Battery Street/Pacific Avenue and Battery Street/Jackson Street intersections under weekday P.M. peak-hour conditions, operation of all crosswalks would remain at acceptable levels.

The *City Planning Code* requirement for the proposed project would be 187 parking spaces. The project demand calculated utilizing San Francisco Planning Department methodology was estimated to be 200 parking spaces during the weekday peak parking demand period. The proposed project would not provide parking. The demand for these parking spaces could be met by the excess capacity available in the off-street parking garages, or parkers would have to park farther away or shift travel mode.

The *City Planning Code* requires that the project provide one loading space. The project would continue to provide loading at the existing service entrance located on Battery Street and would not provide an off-street loading area. The project would generate a demand for 45 delivery/service trips per day, which corresponds to a demand for 2.1 loading spaces in an

average loading hour, or 2.6 spaces in a peak loading hour. Delivery vehicles for the project would consist primarily of vans or small trucks. The estimated peak hour loading demand would not be met at the existing curb-side loading area. Additional demand could be met at the metered yellow loading spaces on the west side of Battery Street along the project frontage. If these spaces were occupied, services vehicles would likely double-park. This condition would not be a significant impact as loading is a short-term activity, Battery Street is a one-way street with three-lanes which allows space for traffic to safely maneuver around double parked vehicles, and the intersections of Pacific Avenue/Battery Street and Jackson/Battery Streets operate at acceptable levels of service (LOS A and LOS B, respectively) during the p.m. peak hours.

Construction activities associated with the reuse and addition to the existing building are expected to occur over a 14-month period. During the construction period, there would be a flow of trucks in and out of the construction site. Traffic impacts would result from truck movements to and from the site during construction. Construction staging of materials and equipment would occur on-site and on the sidewalks adjacent to the project site. Therefore, sidewalk closures would be required near the project site on the south side of Pacific Avenue, as well as the east side of Battery Street, a north portion of Jackson Street, and a west portion of Front Street. Pedestrians would be rerouted to sidewalks across the streets. It is estimated that approximately 125 construction workers would create a temporary parking demand. These workers could be accommodated in nearby off-street parking facilities, as available capacity currently exists within the study area.

D. MITIGATION MEASURES

Primary measures that would mitigate potentially significant environmental effects are presented below.

CULTURAL RESOURCES

- The project sponsor has retained the services of an archaeologist. Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities that the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of 4 weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Office of Environmental Review shall receive three copies of the final archaeological report.

CONSTRUCTION AIR QUALITY

- The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

TRANSPORTATION

- During the construction period, construction truck movement would be permitted only between 7:00 a.m. and 8:00 p.m. to minimize traffic noise. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, Golden Gate Transit, and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion, including transit disruption (for example, potential relocation of bus stops), and pedestrian circulation impacts during construction of this project and other nearby projects that are planned for construction or which later become known. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would ensure that the construction contractor coordinate with construction contractor(s) for any concurrent nearby projects that are planned for construction or become known.
- The project contractor(s) would determine the location of an off-site parking facility for construction workers during the construction period.
- Work schedules of Pacific Gas and Electric Company and other utilities requiring trenching could be coordinated, so that street disruption would take place during

weekends and off-peak hours. This should be done through the San Francisco Committee for Utility Liaison on Construction and Other Projects. In-street utilities should be installed at the same time as the street is opened for construction of the project to minimize street disruption.

HAZARDS

- If excavation and removal of soils from the site would be required, the project sponsor shall contract with a qualified consulting firm (with Registered Geotechnical Engineers and Hydrogeologists) to prepare a soils investigation report. As part of the study, the soils shall be tested for the presence of any hazardous contamination that might be found at the project site. In the event that any hazardous wastes are identified which exceed the City, State, and federal standards (including acceptable levels of petroleum hydrocarbons at Class II or III landfills), the project sponsor shall implement a Site Mitigation Plan (SMP) prepared by the consultant. The SMP shall detail the specific treatment of wastes, including sampling, monitoring, and other soil handling procedures to be performed by a licensed contractor in accordance with the State and federal regulations and the site-specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. The SMP shall also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been remediated, the consultant that prepared the SMP would certify that the site is clean and usable for the proposed project.
- The project sponsor shall provide the San Francisco Planning Department with a copy of the notice required by the Bay Area Air Quality Management District (BAAQMD) for asbestos abatement work, prior to and as a condition of issuance of the building permit for the proposed project by the Department of Building Inspection (DBI).
- The project sponsor shall ensure that the project contractors will comply with all federal, State, and local regulations, including lead-safe work practices, applicable to work with lead-based materials (i.e., lead-based paint) and disposal of lead-containing waste. The project sponsor shall ensure that a certified "Lead-Related Construction Inspector/Assessor" by the California Department of Health Services shall provide a lead clearance (or certification) report after the lead abatement work in the buildings is completed.
- The project sponsor shall provide a copy of the lead clearance report to the San Francisco Planning Department, Office of Environmental Review and the Department of Public Health, Bureau of Environmental Health Management.

WATER

- Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and

Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge.

- If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.

E. ALTERNATIVES TO THE PROPOSED PROJECT

THE NO-PROJECT ALTERNATIVE

Under the No-Project Alternative, the proposed project building would remain vacant or it would be reused in its current condition for office space. If the building remained vacant, none of the impacts associated with the proposed project would occur, and the level of activity on the site would be less than assumed under "existing" conditions in the transportation analysis. If the building were released for office space, the level of activity on site would resemble the "existing" conditions scenario included in the transportation analysis, and potential (non-significant) impacts of the project be proportionally reduced when compared to the proposed project. If leased, the existing building would provide approximately 120,000 sq.ft. of office space as compared to approximately 213,500 sq.ft. with the proposed project. No physical exterior alterations to the building would occur under this alternative.

MODIFIED OFFICE ALTERNATIVE WITH PARKING

Under the Modified Office Alternative with parking, an office project would be constructed that would meet *City Planning Code* requirements for loading dock and parking spaces and would not exceed building bulk limitations. Three new floors would be added to the existing building at 640 Battery Street, for a total of six floors (5-1/2 stories above grade). The ground floor and a portion of the first floor would be dedicated to parking, providing a total of 76 spaces, as required. Provision of a loading dock would also be consistent with applicable Code requirements. While the new third and fourth floors would occupy the same footprint as the existing second floor, adding approximately 40,000 sq. ft. per floor, the fifth floor would be set back from the existing facade to remain within the E Bulk District requirements, while the proposed project would be set back on the 4th and 5th floors. The fifth floor addition would be 110 feet long and 140 feet on the diagonal (compared to 230 feet long and 300 on the diagonal for the proposed project). This alternative would add approximately 83,000 square feet

(compared to 93,500 square feet for the proposed project), however, since the first floor and about 25 percent of the second floor would be used for parking, this alternative would provide a net increase of about 38,000 sq. ft. of office space over existing conditions (compared to 93,500 for the project).

Under this alternative, some of the same effects resulting from the proposed project would occur, but to a lesser extent since this alternative would be smaller than the proposed project; on-site land uses would intensify and be at a higher density than the existing conditions; localized effects of construction (temporary increases in noise; increases of employment) would be less than the project; and the period of construction would be slightly shorter than the project, although the foundation plan would be about the same.

As with the proposed project, implementation of this alternative would not result in any land use impacts. The use of the building for offices would be consistent with previous use of the building and with other office uses in the project vicinity. It is expected that office workers from the building would patronize some of the local retail and service businesses, and that the office use would in this regard be compatible with non-office uses in the vicinity.

With about 900 net new daily person-trips, the area-wide traffic impacts of this alternative would be less than those of the proposed project, although the addition of 76 parking spaces would increase traffic volumes immediately adjacent to the project. The construction impacts related to traffic and parking would be approximately the same as those of the proposed project. Urban design impacts and view blockage would generally be similar to those of the proposed project.

RESIDENTIAL ALTERNATIVE

The Residential Alternative entails conversion of the existing building at 640 Battery Street to residential housing. Five new floors would be added to the building at the same dimensions as the proposed project to create a building of 8½ stories (9 floors). Because the height of the stories would be reduced as compared to the proposed project, the building height would still be 84 feet under this alternative. This alternative would provide about 80 to 100 residential units and two levels of parking spaces (up to 110 spaces). Open space decks would be provided on rooftops at different levels created by setbacks. The Residential Alternative would comply with all applicable *City Planning Code* requirements and would not need any variances. The Code

requires residential uses to provide one parking space per dwelling unit; this alternative would meet this requirement.

The Residential Alternative would also satisfy Code requirements pertaining to the provision of open space by residential developments. The residential use of the building would be compatible with other residential uses in the project vicinity, and would not result in any land use impacts.

Urban design and visual quality effects under this alternative would be about the same as with the proposed project. Traffic impacts of this alternative would be less than under the proposed project. It would generate approximately 1,200 to 900 fewer daily person trips than the proposed project (1,920 trips) and the p.m. peak-hour vehicle trips would also be lower, and would not be significant. Construction impacts on traffic and parking would be about the same as those of the proposed project.

F. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The proposed project would be constructed in a dense, urban area where many residents and area employees would be aware of the construction activities and the resulting building expansion. As with other, similar projects, there may be controversy associated with non-significant impacts such as construction-related noise and traffic, and alteration of views from adjacent buildings. No unresolved environmental issues have been identified.

II. PROJECT DESCRIPTION

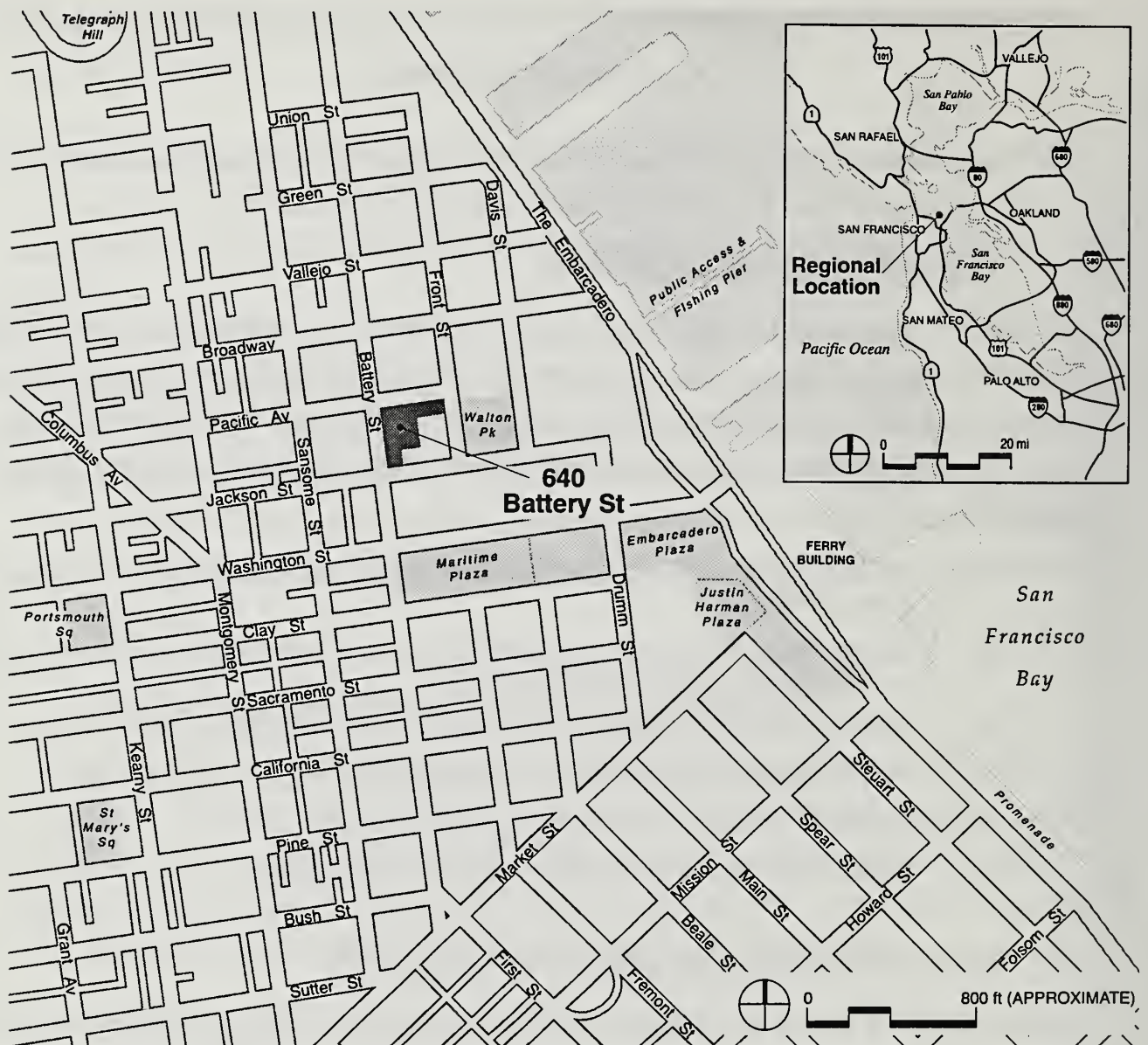
A. PROJECT SPONSOR'S OBJECTIVES

Martin/Battery Associates L.P., the project sponsor, proposes to reuse the existing 640 Battery Street Building, and construct 3 new stories on top of the existing 2 ½-story building. Approximately 93,500 square feet would be added to the existing about 120,000 square feet, for a total of approximately 213,500 square feet of office use. The project sponsor has the following objectives:

- Develop high quality office space in an important area adjacent to the financial center of the City
- Adaptively reuse, seismically upgrade, and enhance the architectural qualities of the existing 640 Battery Street Building
- Develop a project consistent with existing urban design character of the area
- Provide large floor office to the constrained San Francisco office market
- Complete the project on schedule and within budget
- Develop a project with minimal environmental disruption

B. SITE LOCATION AND PROJECT CHARACTERISTICS

The project site is located at 640 Battery Street, between Jackson Street and Pacific Avenue (Figure 1). The approximately L-shaped project site is 39,875 square feet in size and is situated on Assessor's Block 173, Lots 1 and 9. The project block is bounded by Pacific Avenue and Battery, Front, and Jackson streets. The entire site is currently occupied by a vacant cement and glass office building 2-1/2 stories tall, which extends the length of Battery between Jackson Street and Pacific Avenue and the length of Pacific between Battery and Front streets. Both the Battery Street and the Pacific Avenue frontages are approximately 276 feet in length. There are three floors to the existing building, with about half of the ground floor situated below grade. Although it appears to be, and functions as, a single building, the site is actually occupied by two buildings, one of which was built in 1927 and the second of which was erected in 1937. For



Source: During Associates

PROJECT LOCATION FIGURE 1

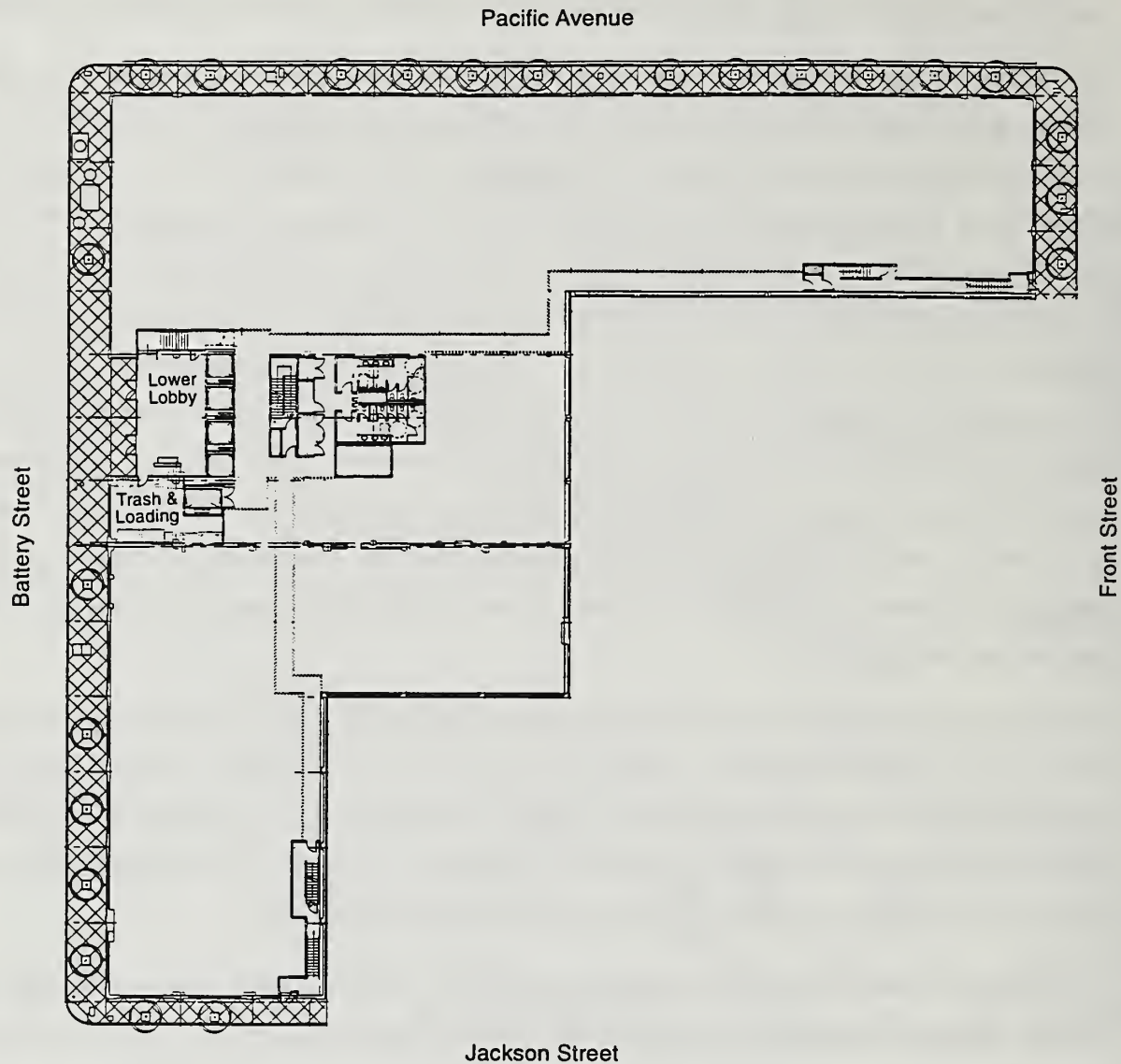
purposes of this document, it is considered as a single building. The building was previously used as a computer center and offices for a financial institution and was vacated in July 1997.

The facade of the new 3-story addition to the building would feature the same type window pattern as the existing building except for the top floor which would feature the arched windows typical of many buildings in the area. The completed building would be 84 feet high and would house 5-1/2 stories (6 floors) of offices (Figures 2, 3, 4, and 5). The existing cement facade would be modified to form the bottom two and a half stories of the proposed project, and an 8-foot deep by 38-foot wide section of the Battery Street elevation at the entrance bay would be removed to provide relief in the street wall. The facade of the new set-back entrance would consist of a dark curtain wall system to provide additional relief with a change of material. Existing industrial-sash windows would be replaced, and all the windows would be replaced to meet building code and Title 24 energy requirements. The building would be reclad (overlaid) to provide consistent design with the addition, so that the entire building facade would be uniform in appearance and it would not be possible to distinguish between the existing building and the new addition.

The first story of the addition (floor three) would conform to the existing footprint of the building. The fourth and fifth floors would be set back about 49 feet on the Jackson Street frontage and approximately 79 feet on the Front Street frontage. The fourth floor would feature roof decks on the set-back spaces. The interior mid-block, east rear of the addition would be set back six feet, and the south portion would be flush with the existing building.

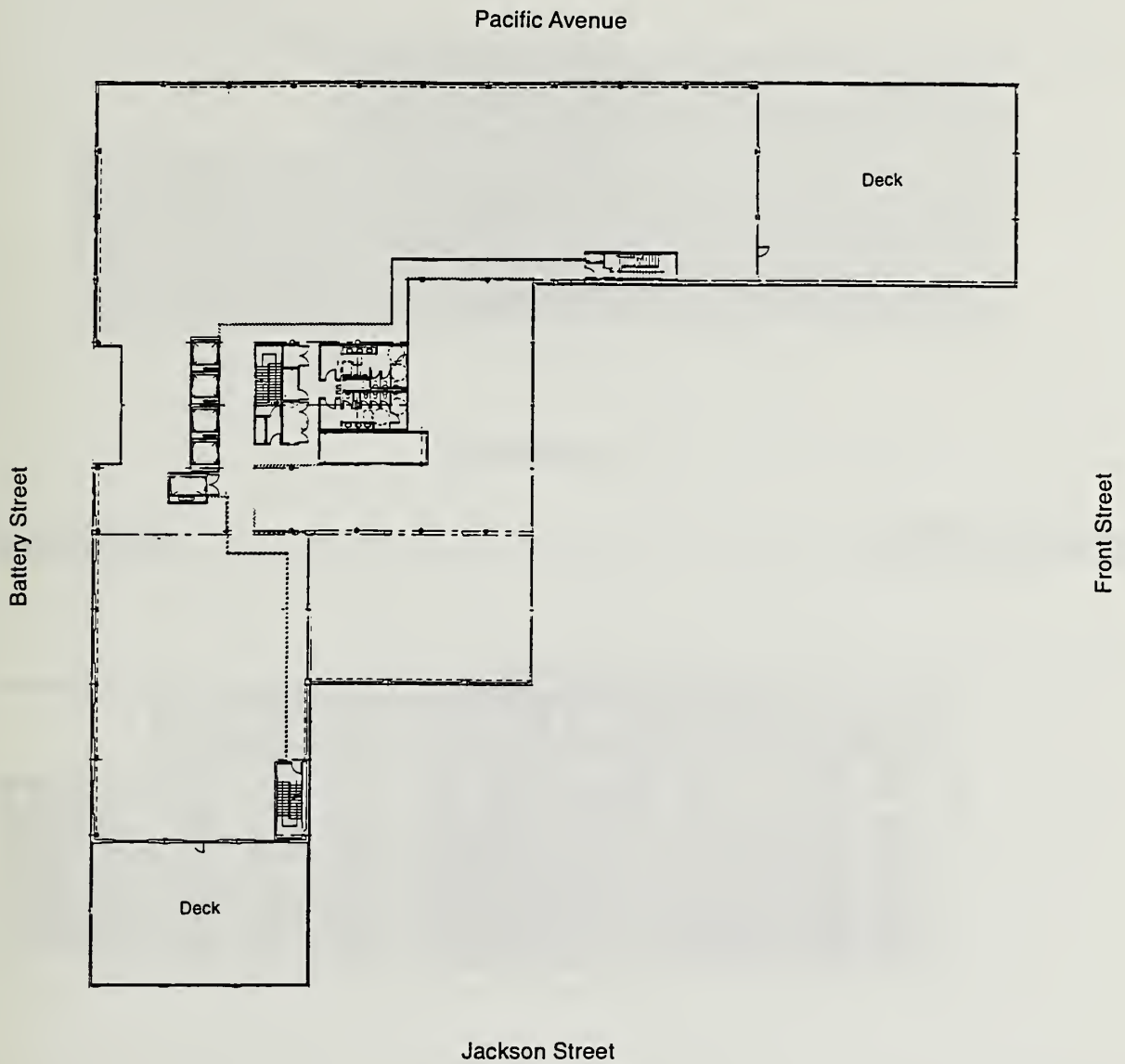
The pedestrian entrance to the project would remain on Battery Street and two entry bays of the facade would be set back about eight feet (with an approximately 38-foot width) from the sidewalk in order to separate the building mass along the street. The existing secondary entrance on Battery Street would be removed. There would be code required exits on Front and Jackson Streets. Loading would occur from the existing curb space on Battery Street at approximately the location of the present loading door, which would be replaced. No off-street parking or additional loading would be provided.

Project construction would take approximately 14 months. The total hard construction cost is estimated at \$12,500,000. The project sponsor is the Martin/Battery Associates L.P., and the project architects are Field Paoli and McCluskey and Associates, Inc.



Source: Field Paoli/McCluskey and Associates

1ST FLOOR PLAN FIGURE 2



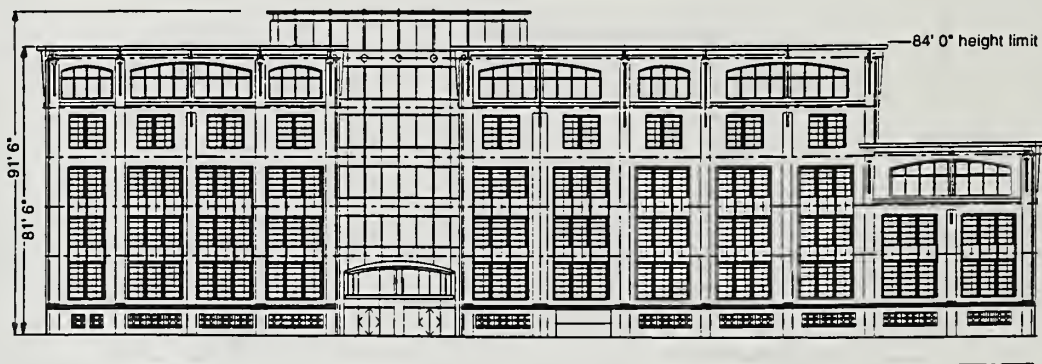
Source: Field Paoli/McCluskey and Associates

4TH FLOOR PLAN FIGURE 3



Jackson Street

Jackson Street Elevation

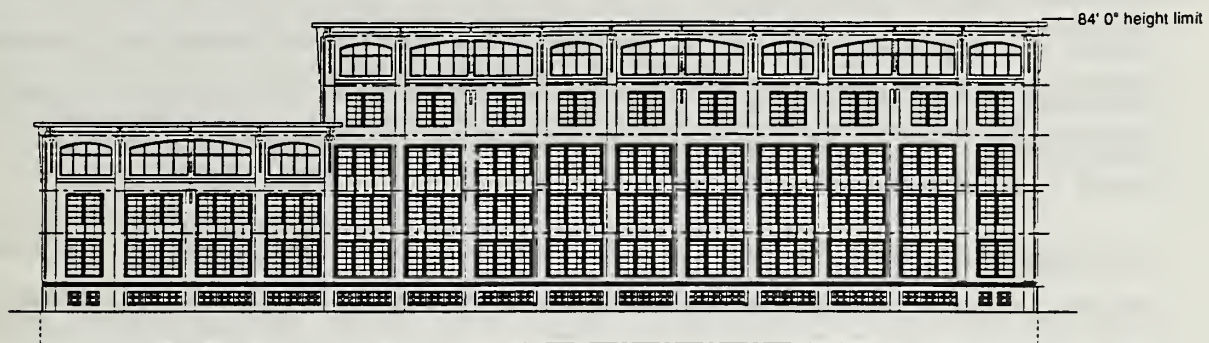


Battery Street

Battery Street Elevation

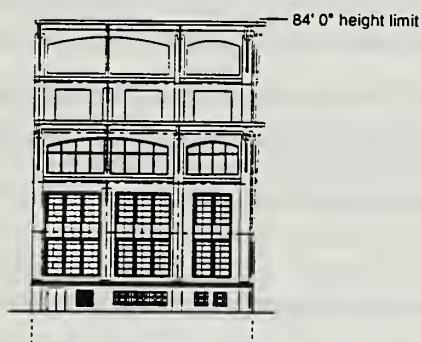
Source: Field Paoli/McCluskey and Associates

SOUTH AND WEST ELEVATIONS **FIGURE 4**



Pacific Avenue

Pacific Avenue Elevation



Front Street

Front Street Elevation

Source: Field Paoli/McCluskey and Associates

NORTH AND EAST ELEVATIONS FIGURE 5

C. PROJECT APPROVAL REQUIREMENTS

Following a public hearing before the City Planning Commission on the Draft EIR, responses to written and oral comments will be prepared. The EIR will be revised as appropriate and presented to the City Planning Commission for certification as to its accuracy, objectivity, and completeness. No permits may be issued or approvals granted before the Final EIR is certified.

On November 4, 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *City Planning Code* and established eight Priority Policies. These policies are preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under CEQA or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The City Planning Commission or Planning Department, during the review and approval process for the project, including conditional use authorization, will make a determination of the project's conformance with the Priority Policies.

The *City Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Code, or an exception is granted pursuant to provisions of the Code.

Under Section 303, as part of the Conditional Use authorization, the project sponsor will request City Planning Commission approval for bulk exception to exceed the maximum length and diagonal bulk dimensions for the project's fourth and fifth stories (fifth and sixth levels). The City Planning Commission would hold a public hearing to consider the project's application for Conditional Use authorization in accordance with Sections, 303 (Conditional Uses) of the *City Planning Code* and would adopt a motion approving, approving with conditions, or disapproving the project.

The project will also require project authorization (under procedures set for in *City Planning Code* Sections 321, Office Development Annual Limit) for new office space, and a Parking and Loading Variance exceptions to the parking and loading requirement (Section 151). The application for approval of office space would include a public hearing before the City Planning Commission and the Variance would be determined by the Zoning Administrator, probably at the same time. The project would require issuance of a demolition permit from the Department of Building Inspection. No building permit applications have been filed to date.

GENERAL PLAN POLICIES

As noted above, the project would be reviewed by the Planning Department and City Planning Commission in the context of applicable objectives and policies of the *City General Plan*. Some key objectives and policies are noted below.

Urban Design Element

- Objective 2, Policy 5 to "use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings"; and Policy 6, to "respect the character of older development nearby in the design of new buildings".
- Objective 3, Policy 1, to "promote harmony in the visual relationships and transitions between new and older buildings"; Policy 2, to "avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess or their public importance"; Policy 5, to "relate the height of buildings to important attributes of the city pattern and to the height and character of existing development"; and Policy 6, to "relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."

Commerce and Industry Element

- Objective 1, Policy 1, to "encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated."
- Objective 2, to "maintain and enhance a sound and diverse economic base and a fiscal structure for the city."
- Objective 3, Policy 1, to "seek to retain existing commercial and industrial activity and to attract such activity to the city."

Northeastern Waterfront Plan

- Land Use, Objective 1, to "develop and maintain activities that will contribute significantly to the city's economic vitality and provide additional activities which strengthen the predominant uses in each sub-area of the Northeastern Waterfront, while limiting the concentration to preserve the environmental quality of the area."

- Commercial, Objective 5, Policy 1, to "permit additional office space development adjacent to the Downtown Office District which complements the downtown but which is lesser intensity and which reflects a transition between the City and the water."
- Transportation, Objective 8, Policy 2, to "limit additional parking facilities in the North Eastern Waterfront and minimize the impact of this parking. discourage long-term parking for work trips which could be accommodated by transit. Restrict additional parking to: (a) short term (less than four hours) parking facilities to meet the needs of additional business."

Community Safety Element

- Objective 2, to "preserve, consistent with life safety considerations, the architectural character of buildings and structures important to the unique visual image of San Francisco."

Environmental Protection Element

- Objective 1, Policy 4, to "assure that all new development meets strict environmental quality standards and recognizes human needs."
- Objective 14, to "promote effective energy management practices to maintain the economic vitality of commerce and industry"; and Policy 1, to "increase the energy efficiency of existing commercial and industrial buildings through cost-effective energy management measures."

Transportation Element

- Objective 1, Policy 2, "give priority to public transit as a means of meeting San Francisco's transportation needs, particularly those of commuters."
- Objective 2, to "use the transportation system as a means for guiding development and improving the environment; and Policy 6, to "provide incentives for the use of transit, carpools and vanpools and reduce the need for new or expanded automobile parking facilities."
- Objective 10, to "ensure that the provision of new and enlarged parking facilities does not adversely affect the livability and desirability of the city and its various neighborhoods;" and Policy 1, to "assure that the provision of new or enlarged parking meet the need, locational and design criteria."

No substantial conflicts or inconsistencies with *General Plan* objectives and policies have been identified. *General Plan* issues will be considered further during consideration of the project sponsor's applications for Conditional Use and Section 321 authorization. At that time, further details regarding the project design will be available, and any potential inconsistencies identified would not be of a type or scale that would be considered a significant adverse environmental effect.

III. ENVIRONMENTAL SETTING

A. LAND USE AND ZONING

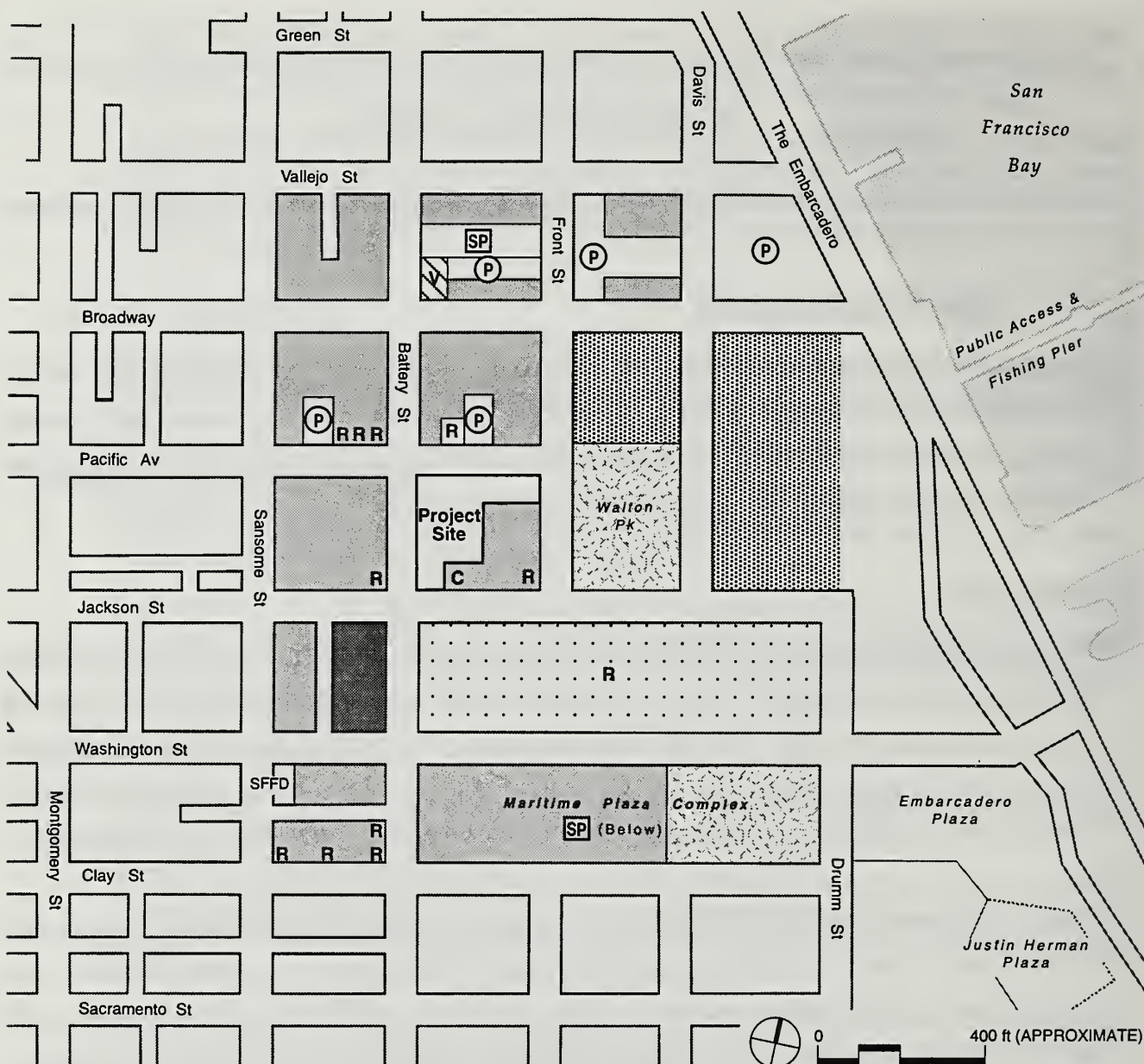
The Initial Study concluded that the project would not have significant adverse land use or zoning impacts. The proposed project would be consistent with the C-2 (Community Business) zoning district in which it is located, and therefore no zoning reclassification would be required. General land use and zoning information is presented here for the reader's information.

LAND USE

The approximately 39,875-sq.-ft. project site occupies approximately half of the block bounded by Pacific Avenue and Battery, Front, and Jackson Streets in the Washington-Broadway Special Use District adjacent to the downtown Financial District. The project site is about three blocks north of the Financial District, two blocks north of Maritime Plaza, about four blocks east of Portsmouth Square, and about four blocks northwest of the Ferry Building, on the waterfront.

The site is currently occupied by the vacant 2-1/2-story 120,000-sq.-ft. cement and glass building at 640 Battery Street. The building was constructed in 1926 to house a printing company. An addition was constructed by the printing company in 1937. The building was most recently used as a computer center and office building by a financial institution, which vacated the building in July 1997.

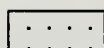
A mix of uses, primarily office and commercial, with a number of large apartment buildings generally characterizes the surrounding area (Figure 6). The project site is in an area of transition between the downtown Financial District, dominated by towering skyscrapers, and the Northeast Waterfront Historic District, which is populated with numerous older buildings ranging from one to six stories in height. The project vicinity is primarily occupied by buildings ranging from one to six stories tall (the permitted height limit is 84-feet), and possesses a more open character, in contrast to the streetscape of the Financial District. North of the project site, on



LEGEND



Office



Residential/Podium-level Open Space



Surface Parking



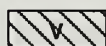
Public Office



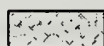
Mixed: Residential above Retail/Office



Structured Parking



Vacant



Open Space

R

Restaurant/Retail on Ground Floor

C

Under Construction

Source: During Associates

EXISTING LAND USES FIGURE 6

the northwest corner of Front Street and Pacific Avenue is the seven-story Foote Cone & Belding Building. There are several large 20-story or larger apartment building towers in the area, including the 21-story Golden Gateway Apartments, located immediately south of the project site. The 25-story Buckelew House condominium building is to the southeast of the project block. Two more apartment buildings in excess of 20 stories are located just to the east and south of Buckelew House. Two large federal buildings occupy the entire block to the southwest of the project site: the 5-story U.S. Custom House located on Battery Street and the 15-story U.S. Appraisers Building on Sansome Street.

Directly west of the project building, along Battery Street, are two six-story office buildings, one with retail in the ground floor, one four-story office building, and two three-story red brick office buildings. Similar buildings, most of them red or painted brick, are located in the next block of Battery Street north of the project site. The 750 Battery Street building at the northeast end of the block is taller than most, at seven stories. On the opposite (northwest) corner from this building is the five-story KPIX building housing offices and broadcast studios. There are a number of public and private surface parking lots along Pacific Avenue, Broadway, and Battery Street, all within a block of the project site.

The Front Street side of the project block is occupied by five two- to three-story red brick or cement buildings. One houses a restaurant, while the others contain offices. The building at the southern corner (at Jackson Street) is currently vacant and undergoing renovation. Directly east of the project block across Front Street is the Sydney G. Walton Square park.

ZONING

The project site is located in a C-2 (Community Business) zoning district in San Francisco, the Washington-Battery Special Use District #2, and an 84-E Height and Bulk District. The Washington-Broadway Special Use District #2 provides special traffic and parking considerations for many existing buildings of small scale and established character which have been and will be retained and converted, and certain wholesaling activities carried on with distinct benefit to the City.

The proposed project would not require a zoning change. The project building would be 84 feet tall, and, thus, would be within the allowable height limits for the site. Office buildings are a

permitted use within the C-2 district, which provides convenience goods and services to residential areas of the City and, in some C-2 districts, provides comparison shopping goods and services on a general or specialized basis to a Citywide or regional market area.

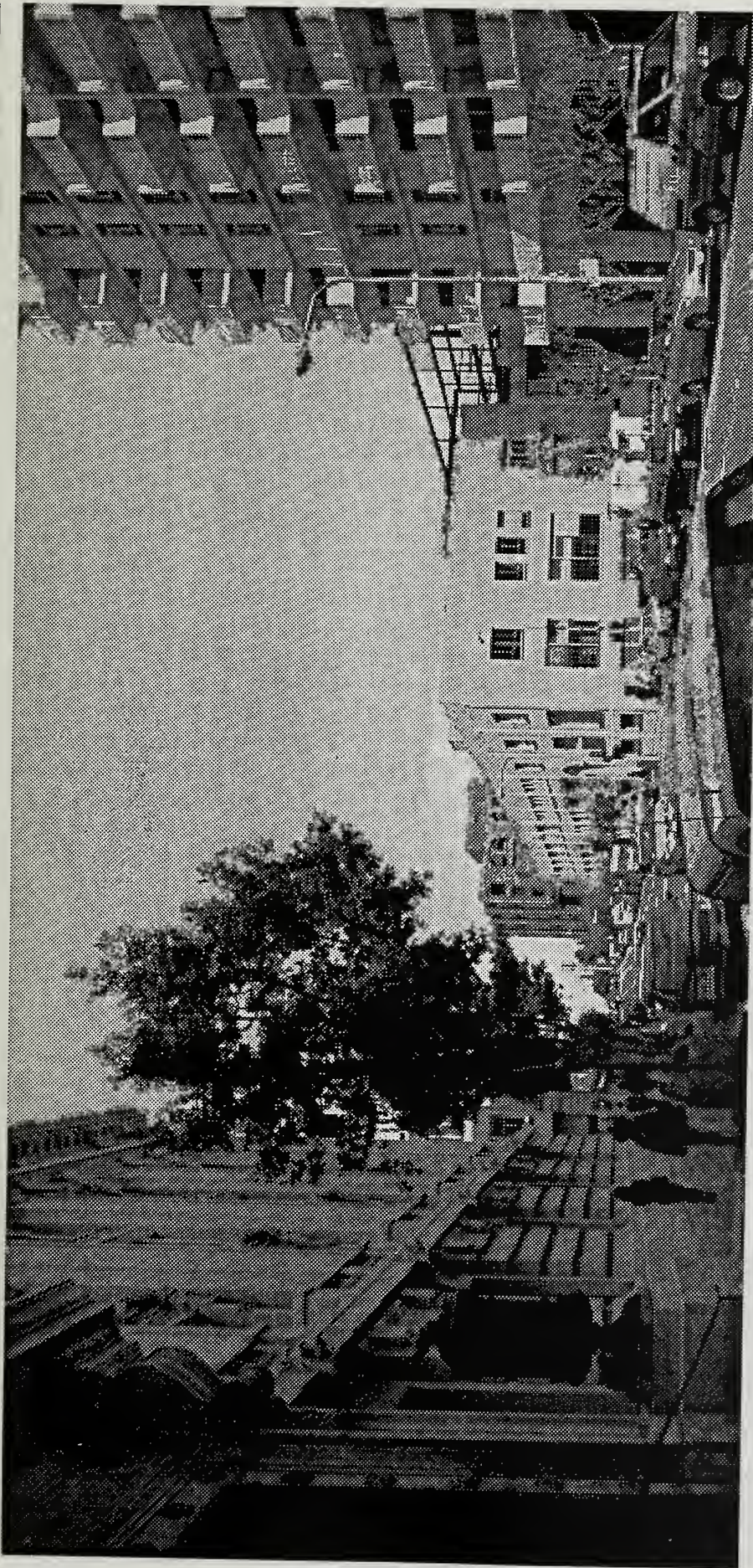
The permitted Floor Area Ratio (FAR) in the C-2 district is 4.8 to 1. An FAR bonus for corner lots would allow an FAR of 6.0 to 1. In the 84-E Height and Bulk District, the allowable bulk for a building is 110 feet in length and 140 feet at the diagonal dimension above 65 feet.

B. URBAN DESIGN

The project site contains two structures that appear to be, and function as, a single 2-1/2-story building. The first structure was built at 600 Battery Street in 1927. A second abutting and interconnected structure was erected to the same height and in the same style in 1937 at 640 Battery Street. The reinforced concrete and glass building originally housed a label printing business. It was designed by Maurice Couchot and Jesse Rosenwald. Couchot was a French emigré who became an engineer of moderate local importance and who designed some of the 1915 Panama-Pacific Exposition buildings.

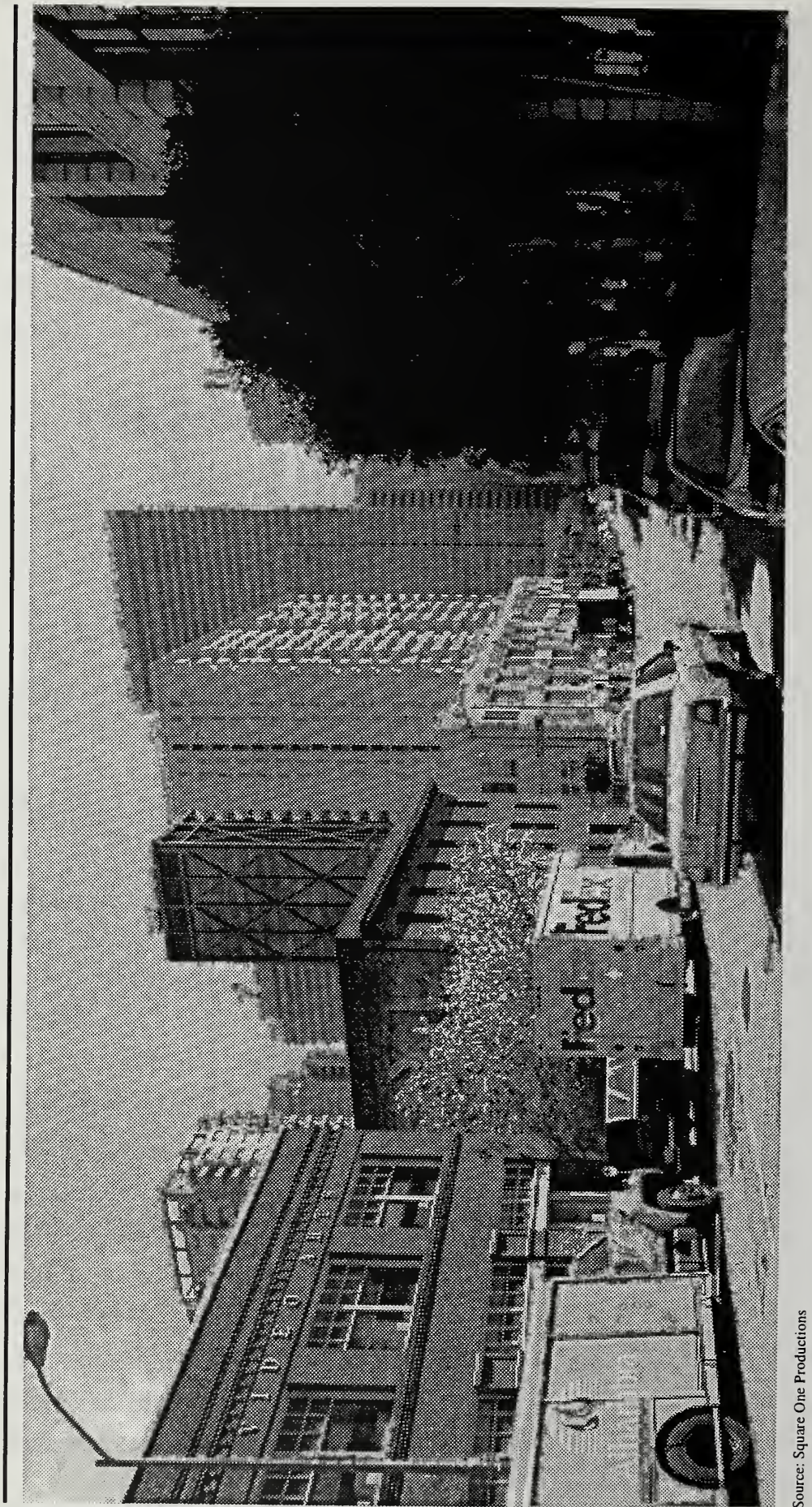
The project vicinity is primarily occupied by buildings ranging from one to six stories tall. Figures 7, 8, 9 and 10 show the existing project building in the context of its surroundings. There is a preponderance of two- and three-story red brick buildings in the immediate vicinity, generally occupied by office uses. In combination with these low-rise buildings, street trees planted along many area streets within the public sidewalk rights-of-way contribute to a pedestrian-friendly neighborhood.

Immediately south of the project are the high-rise towers of the Golden Gateway complex. East of the project block is the Sidney G. Walton Square Park, which occupies the equivalent of a square block, extending between Front and Davis Streets, and from Jackson Street to Walton Plaza, a tiered four-story brick office building, on the north. A stairway leads from the southern side of the park to a pedestrian overpass crossing Jackson Street that leads to the upper level of Whaleship Plaza, which is located on top of ground-floor retail uses and is surrounded by two-story apartment houses. The western and northern perimeters of the landscaped park are lined with trees, which are also dotted throughout the remainder of the site. A variety of types and sizes of trees are used, providing some screening while still maintaining limited views to the



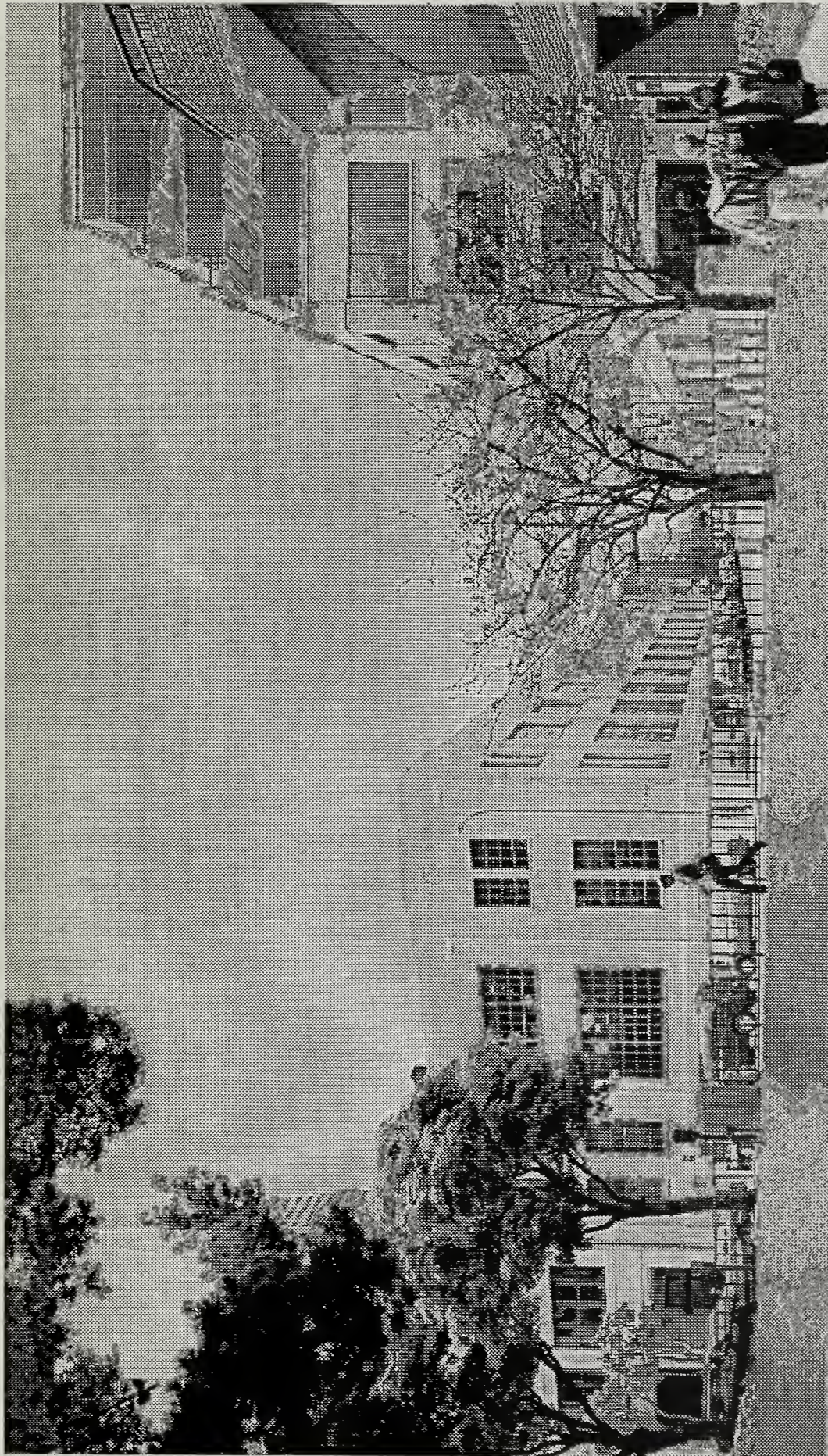
Source: Square One Productions

PROJECT SITE LOOKING NORTH ON BATTERY STREET FIGURE 7



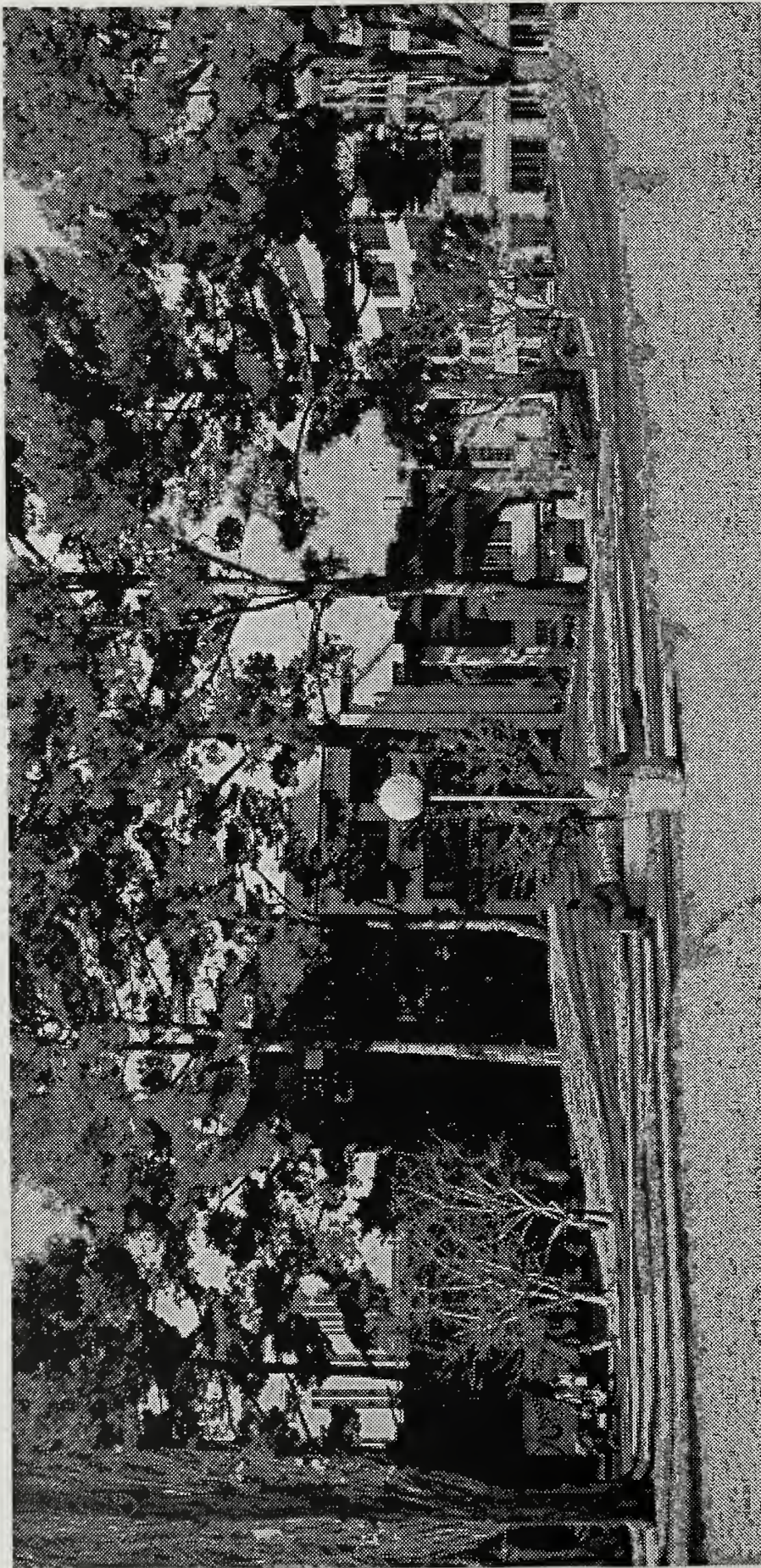
Source: Square One Productions

PROJECT SITE LOOKING SOUTH ON BATTERY STREET FIGURE 8



Source: Square One Productions

PROJECT SITE LOOKING WEST ON PACIFIC AVENUE **FIGURE 9**



Source: Square One Productions

PROJECT SITE LOOKING WEST FROM SYDNEY WALTON SQUARE PARK FIGURE 10

street. The center of the park features a sloped grassy lawn bisected by a curving paved walkway. Both wooden and concrete benches are provided in the park, which also has a fountain and landscaped planters.

The mixed-use nature of the project vicinity is reflected in the varying architectural styles found throughout the area. Relatively modern high-rise apartment buildings are located next to low-level historic-era brick buildings. The historic six-story U.S. Custom House, located at the southwest corner of Jackson and Battery Streets, is adjacent to simple one-story cement buildings.

The project vicinity is situated at the edge of, and transitions between, several distinct districts, including the Financial District, Jackson Square Historic District, Chinatown District, North Beach District, and Northeast Waterfront Historic District. To the south and southwest is the downtown Financial District, characterized by high-rise modern office buildings, many of which are related to banking, finance, or commerce, intermixed with smaller buildings, generally dating to the early part of the 20th century. Buildings are frequently built to the lot line, often with 100-percent lot coverage.

A block west of the project site is the Jackson Square Historic District, which contains buildings dating from the 1850s and 1860s that are the only surviving examples of San Francisco's pre-1906 central business district. Jackson Square's low-rise buildings typically house retail uses on their ground floors, with office uses on upper floors. The predominant building material in this district is red brick, which in many cases has been painted over. The tops of the building facades are frequently textured or otherwise ornamented; terra cotta cornices and door finishings adorn cement buildings. The use of high, arched, and recessed windows is common. Buildings are generally built to the lot line.

Regarding views, the primary scenic views currently available to the public in the vicinity of the project site are the public-rights-of-way which allow vistas of the City in several directions. The heights of surrounding buildings limit views outside of these rights-of-way.

C. TRANSPORTATION/CIRCULATION¹

The project site is located on the northeast corner of Battery Street and Pacific Avenue (Figure 11). These streets, as well as Front and Jackson Streets, provide access to and from the site. The project site is located in one of four Superdistricts composed of traffic analysis zones established by the Metropolitan Transportation Commission (MTC) in the City and County of San Francisco; Superdistrict 1, in which the site is located, extends westward to Van Ness Avenue, southward to Townsend Street, and northeastward to the Bay.

Freeway I-80 provides regional access to the project area. This freeway is located between Harrison and Bryant Streets. Between the East Bay and the proposed project site, access to the site is via the I-80 (Bay Bridge) westbound Fremont Street off-ramp (which touches down on Fremont Street, south of Howard Street) and Main Street. Access to I-80 (Bay Bridge) eastbound is via Battery Street and the on-ramp at the intersection of First/Harrison Streets. Between the South Bay and the project site, access is via the I-80 eastbound 4th Street off-ramp (at the intersection of Fourth/Bryant Streets) and Third Street, while access to I-80 westbound is via the on-ramp at the intersection of Fourth/Harrison Streets via Battery and Stockton Streets.

As part of the improvements associated with the Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure, the existing Fremont Street off-ramp from the Bay Bridge (I-80 westbound) would be modified so that all or a portion of the ramp would touch down at the intersection of Fremont and Folsom Streets. An alternative access route to the project site from the Fremont off-ramp would be via Folsom Street, the Embarcadero and Washington Street.

Battery Street. Battery Street runs in a north-south direction between The Embarcadero and Market Street. In the vicinity of the project site, Battery Street is a one-way southbound (inbound) roadway with three travel lanes. There is on-street parking on both sides of the street. Sidewalks on the east and west sides of the street are nine-feet and 11-feet wide, respectively.

The *San Francisco General Plan* identifies Battery Street as a secondary arterial and a secondary Transit Street between The Embarcadero and Broadway, a Transit-Oriented Street between Broadway and Market Street, and a Neighborhood Pedestrian Street and a Citywide Bicycle

Route between Washington and Market Streets. It is also identified as Route #11 in the Bicycle Program.

Pacific Avenue. Pacific Avenue is an east-west oriented roadway running between Front Street (at the northeast corner of the project site) and Spruce Street. In the vicinity of the project site, Pacific Avenue is a one-way westbound (outbound) roadway with one travel lane, on-street parking, and 10-foot sidewalks on both sides of the street.

Front Street. Front Street is a north-south oriented roadway which runs between Market Street and Clay Street, and Jackson Street and The Embarcadero. In the vicinity of the project, Front Street is a two-way roadway with one travel lane in each direction, on-street parking, and pedestrian sidewalks on both sides of the street.

Jackson Street. Jackson Street is an east-west oriented roadway which runs between Drumm Street and Arguello Boulevard. In the vicinity of the project, Jackson Street is a one-way eastbound (inbound) roadway with one travel lane, on-street parking, and 10-foot sidewalks on both sides of the street. The *San Francisco General Plan* identifies Jackson Street as a Transit Important Street between Hyde and Mason Streets, and a Neighborhood Pedestrian Street between Polk and Taylor Streets.

TRANSIT NETWORKS

San Francisco Municipal Railway (MUNI). The project site is well-served by public transit, with 13 MUNI bus lines in its immediate vicinity.

Golden Gate Transit. Three Golden Gate Transit lines (routes #30, #69, and #90) provide service between the project vicinity and Marin and Sonoma counties. Within San Francisco, only passengers destined for these counties are permitted to board. Only passengers destined for San Francisco are permitted to board these Golden Gate Transit lines in Marin and Sonoma counties. Route #69, which operates along Sansome and Battery Streets, is a feeder route, providing connections to the Larkspur, Sausalito, Tiburon, and San Francisco ferry terminals during weekday commute hours. Golden Gate routes #30 and #90 are basic routes that also travel Sansome and Battery streets in the vicinity of the project.

ON-STREET PARKING

Most on-street parking in the project vicinity is zoned for commercial loading vehicles. Of the spaces that are available for general parking, they are short-term, with half-hour to two-hour parking meters. On-street parking in the project area is well-utilized and has a high turnover rate. A survey of the exact number of spaces and occupancy rates was not conducted for this project, and the supply was assumed to be at 100 percent occupancy during most times of the day.

OFF-STREET PARKING

A survey of off-street parking supply and occupancy conditions was conducted for public facilities within approximately a two-block radius of the project site. A total of 13 public parking facilities, consisting of about 2,273 parking spaces, were surveyed within the parking study area bounded by Vallejo, Davis, Clay, and Montgomery Streets. The project site itself does not contain off-street parking.

The survey was initially conducted on May 21, 1997, while the existing project building was occupied as an office use. This survey revealed that off-street parking occupancy in the area was approximately 80 percent (about 1,818 spaces). A similar survey conducted on November 11, 1997 (when the existing project building was vacant) showed a parking occupancy rate of approximately 84 percent (about 1,909 spaces).

PEDESTRIAN CONDITIONS

Pedestrian counts for the weekday PM peak period were taken on May 21, 1997 at the crosswalks at the intersections of Pacific Avenue/Battery Street and Jackson Street/Battery Street. The pedestrian volumes are for the peak 15 minutes of the PM peak hour, which was between 4:30-5:30 PM.

Pedestrian levels of service (LOS) were also calculated based on the methodology contained in Chapter 13 of the 1985 *Highway Capacity Manual (Updated 1994)*. The results of this pedestrian analysis show that the four crosswalks at both study intersections operate at acceptable level of service, LOS A or B. Pedestrian LOS descriptions are presented in Appendix D.

NOTES - Transportation/Circulation

¹ Information on transportation was based on the *640 Battery Street Transportation Study* by Kolve Engineering, March 1998. This report is available for public review in File Number 97.678E at the City Planning Department, Fifth Floor, 1660 Mission Street, San Francisco.

IV. ENVIRONMENTAL IMPACTS

An application for environmental evaluation for the 640 Battery Street project was filed on October 1, 1997. On the basis of an Initial Study published on March 14, 1998, the San Francisco Planning Department, Office of Environmental Review, determined that a Focused Environmental Impact Report (EIR) was required. The Initial Study determined that issues related to land use, urban design, glare, population and housing, noise, construction air quality, wind, shadow, utilities and public services, biology, hydrology, water quality, geology and topography, energy and natural resources, hazards, and cultural resources (archaeology) required no further discussion. Therefore, the EIR does not discuss these issues. (See Appendix A, for the Initial Study.) This chapter begins with a discussion of less-than-significant effects related to land use and urban design, for informational purposes and to orient the reader.

A. LAND USE AND ZONING

LAND USE

The proposed project would entail the renovation of the currently vacant building at 640 Battery Street, and the construction of three new stories on top of the building. The project would reuse approximately 120,000 sq. ft. in the existing building and would add approximately 93,500 sq. ft., for a total of approximately 213,500 sq. ft. of office space. Net increase in employment on the site would be about 340 persons, for a total of 775 persons.

The intensification of office uses at the site resulting from the project would continue office development in the project vicinity. Immediately adjacent to the Financial District, the project area has been characterized by office uses and downtown support businesses such as parking, retail, printing, and other services. There are also restaurants and commercial services to support the high-density residential uses in the area. The proposed project would be compatible with the mixed land uses currently found on the project site and in the vicinity. The project would not change the existing office-retail character of the site or vicinity.

ZONING

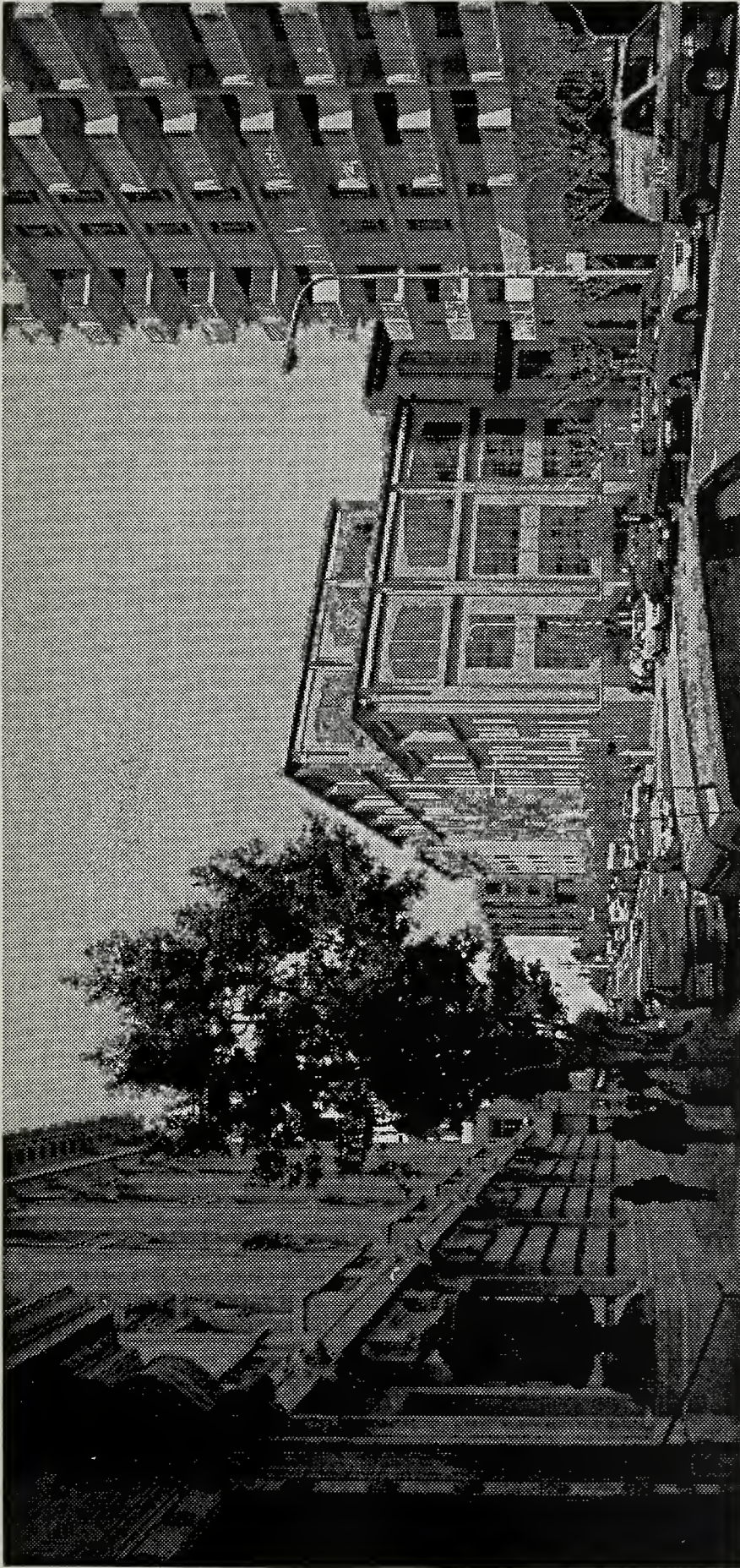
The project site is located in a C-2 (Community Business) zoning district in San Francisco, the Washington-Battery Special Use District #2, and an 84-E Height and Bulk District.

The *City Planning Code*, which incorporates by reference the City Zoning Maps, governs permitted uses, densities, and configurations of buildings within San Francisco. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Code or an exception is granted pursuant to its provisions. As noted in the Environmental Setting chapter, the project use would be a principal permitted use in the C-2 district.

The permitted Floor Area Ratio (FAR) in the C-2 district is 4.8 to 1. The proposed project would be allowed a 25 percent additional FAR for corner location (Section 125 of the *City Planning Code*) which would permit a FAR of 6 to 1. The project FAR would be 5.35. In the 84-E Height and Bulk District, the allowable bulk for a building is 110 feet in length and 140 feet at the diagonal dimension above 65 feet. The new addition to the Battery Street building would be approximately 230 feet in length and approximately 300 feet at the diagonal. The project would therefore require Conditional Use authorization from the City Planning Commission for bulk, including a public hearing, pursuant to Section 303 of the *City Planning Code*. Since no off-street parking would be provided by the project, a Variance would be required for parking. The project will also have to file an application for project authorization under Section 321 of the *City Planning Code* for office development.

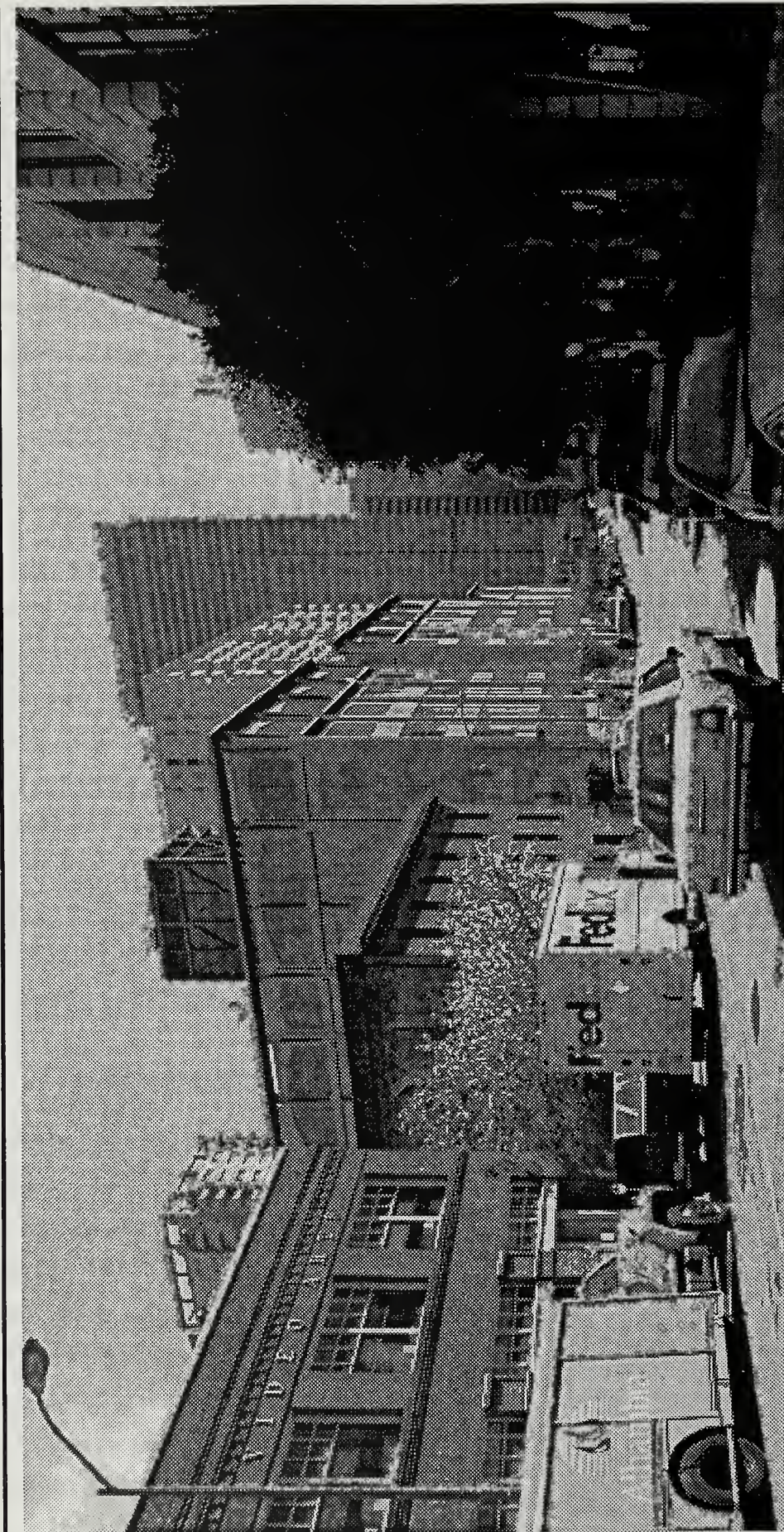
B. URBAN DESIGN

The proposed project building would be compatible with neighboring buildings both in scale and design. The proposed project design would break up the large massing of the existing building by constructing the additional floors with setbacks, as shown in the simulated photo montages presented in Figures 12, 13, 14 and 15. An 8-foot deep by 38-foot wide setback at the two entry bays on Battery Street would extend the full height of the building, breaking the mass into two distinct planes along Battery Street. This break in mass would be further emphasized by the use of a curtain wall of dark color in the setback portion. The fourth and fifth floors of the building addition would be set back approximately 46 feet from the Jackson Street frontage. The effect would be to add only one additional floor along Jackson Street, so that the project building at



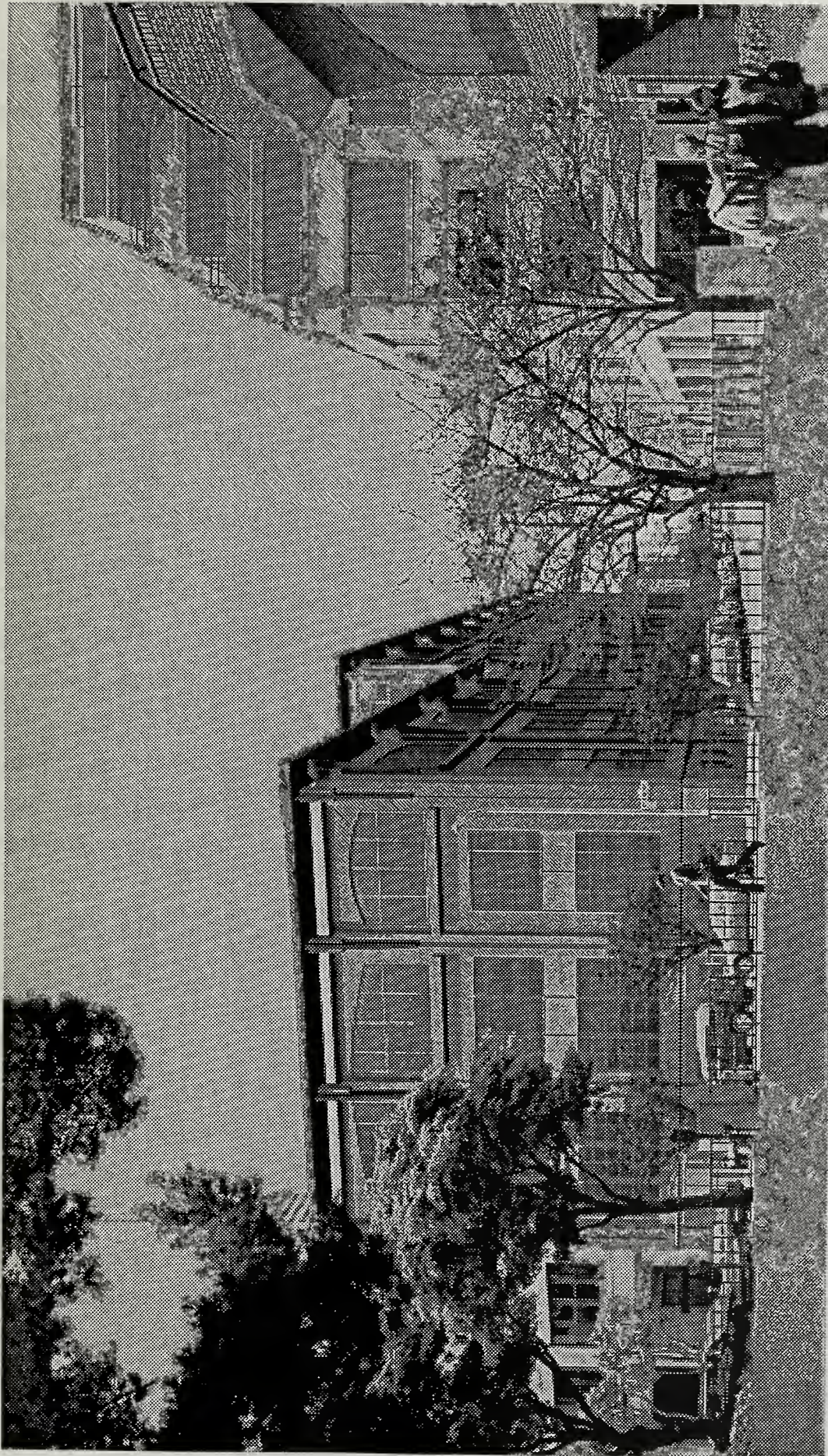
Source: Square One Productions

PHOTOMONTAGE LOOKING NORTH ON BATTERY STREET FIGURE 12



Source: Square One Productions

PHOTOMONTAGE LOOKING SOUTH ON BATTERY STREET FIGURE 13



Source: Square One Productions

PHOTOMONTAGE LOOKING WEST ON PACIFIC AVENUE FIGURE 14



Source: Square One Productions

PHOTOMONTAGE LOOKING WEST FROM SYDNEY WALTON SQUARE PARK FIGURE 15

this location one story lower than the adjacent building at 220 Jackson Street, which is currently being expanded.

The building addition would also be set back from Front Street for a distance of 80 feet, which would present a 50-foot-tall building facade on Front Street, consistent with the building height of the adjacent buildings across from Sydney Walton Square Park.

The top floor of the addition would feature arched windows reminiscent of many Northern Waterfront and Jackson Square buildings, such as the nearby office building at 750 Battery Street and the Golden Gateway Common condominiums.

Two rooftop decks would be incorporated into the lower building elevations along Front and Jackson Streets, providing 2,500 sq. ft. of open space.

Private views from some floors up to the 6th level in buildings which currently face the project on Pacific Avenue, Battery and Jackson Streets would be partially obstructed by the proposed addition, and longer-range private views could also be affected to some degree. These changes would not be inconsistent with the dense, urban character of the surrounding area. The project would not block any public scenic views and the blockage of private views consisting primarily of the urban landscape would not be considered significant.

C. TRANSPORTATION/CIRCULATION

PROJECT IMPACTS

Travel Demand

Traffic data was collected in the project in May 1997, when the existing building was fully occupied. The person- and vehicle-trips associated with the existing 120,000 gsf of office use were included as part of the existing conditions. In order to account for the impact of the additional uses, the impact analysis for traffic, transit and pedestrian activity was conducted for *net new* office space. The impact analysis for parking and loading was conducted for both the net new addition (97,500 gsf) and the total proposed use (213,500 gsf). Based on the office uses proposed, the project would generate approximately 1,920 net new person trips on a daily basis, including both employee and visitor trips. During the P.M. peak hour (one hour during

the P.M. peak of 4:00-6:00 p.m.), the project would generate approximately 87 net new person trips.

P.M. peak hour person-trips were also calculated for employees and visitors, based on percentages provided in the *Guidelines for Environmental Review: Transportation Impacts* (July 1991), published by the San Francisco Planning Department. Of the 87 net new person-trips generated by the project, approximately 40 trips would be made by transit, 30 would be made by automobile, and 17 would be made by walking only, bicycles or motorcycles. The 30 net new automobile person trips represent about 19 net new vehicle trips.

Trip Distribution

San Francisco is divided by the Metropolitan Transportation Commission (MTC) into superdistricts, which are geographic zones used for the purposes of travel analysis. The proposed project site is located within Superdistrict 1, which is generally bounded by Van Ness Avenue on the west, Townsend Street to the south, and San Francisco Bay to the north and east. Trip distribution for the proposed project was determined based on percentages provided from San Francisco Planning Department survey data for office use in Superdistrict 1. Approximately 56 percent of office trips destined for Superdistrict 1 travel from within San Francisco.

Parking Demand

Parking demand for the project is based on estimated automobile traffic, vehicle occupancy rates, and parking turnover rates. Project automobile traffic is determined from trip generation rates, mode split percentages, and vehicle occupancy rates. The additional office space provided by the project would increase the weekday peak parking demand by about 109 spaces (previous demand was for 91 spaces). The Proposed Project plus the existing office use at 640 Battery Street would result in a total weekday peak parking demand for 200 parking spaces (based on 213,500 square feet of office space).

Freight Loading Demand

Freight delivery and service vehicle demand was based on generation rates provided in the *Guidelines for Environmental Review: Transportation Impacts*. The loading demand was

established for the total office use (213,500 gsf). This office use is estimated to generate 45 delivery/service trips per day, which corresponds to a demand for 2.1 loading spaces in an average loading hour, or 2.6 loading spaces in a peak loading hour. Delivery vehicles for the project would consist primarily of vans or small trucks.

Traffic

Local Intersection Traffic. Five study intersections were selected in the vicinity of the project site for traffic analysis. Four of the intersections are traffic signal-controlled, including Battery/Broadway, Battery/Pacific, Battery/Jackson, and Battery/Sacramento; one intersection, Jackson/Front, is all-way stop sign-controlled. Existing traffic conditions at the intersections were determined as a basis for evaluating projected traffic impacts from the proposed project. Traffic volume counts were made at each of the study intersections on Wednesday, May 21, 1997, and Wednesday, January 14, 1998, during the P.M. peak period (4:00–6:00 P.M.).

Levels of service (LOS) were calculated for the five study intersections based on the methodology contained in the *1985 Highway Capacity Manual (HCM)* (Special Report 209, Transportation Research Board, Updated 1994). Level of service is a qualitative description of traffic flow conditions within an intersection. LOS levels are based on the amount of delay per vehicle and range from LOS A, which indicates free-flowing conditions, to LOS F, indicating extremely long delays in passing through the intersection. LOS A, B, C, and D represent acceptable conditions, while LOS E is considered undesirable, and LOS F is considered unacceptable. Definitions of the different levels of service are presented in Appendix C. The calculated LOS values for each of the study intersections are presented in Table 1. As can be seen, existing levels of service range from LOS A to LOS C.

Traffic Impacts

The distribution of project-generated trips among area roadways was determined using the "TRAFFIX" computer simulation software in accordance with San Francisco Planning Department guidelines. Project-generated traffic was then added to existing traffic volumes to derive the Existing Plus Project traffic volumes. These volumes were used to derive the Existing Plus Project levels of service presented in Table 2.

Table 1
Existing Intersection Levels of Service

INTERSECTION	DELAY (sec./vehicle)	LOS
Battery Street/Broadway	12.0	B
Battery Street/Pacific Avenue	4.8	A
Battery Street/Jackson Street	7.3	B
Front Street/Jackson Street ^a	4.6	A
Battery Street/Sacramento Street	17.1	C

^a All-way stop sign-controlled intersection - delay reported for worst-case approach (southbound Front Street).

Source: Kolve Engineering

Table 2
Intersection Level of Service

INTERSECTION	EXISTING		EXISTING PLUS PROJECT	
	Delay (secs./veh.)	LOS	Delay (secs./veh.)	LOS
Battery Street/Broadway	12.0	B	12.1	B
Battery Street/Pacific Avenue	4.8	A	4.8	A
Battery Street/Jackson Street	7.3	B	7.3	B
Front Street/Jackson Street	4.6	A	4.6	A
Battery Street/Sacramento Street	17.1	C	17.5	C

Source: Kolve Engineering

The City of San Francisco considers a significant impact to occur when a project causes the LOS within an intersection to deteriorate from LOS D to LOS E or F. If an intersection already operates at LOS E or F, an increase in delay is not considered a significant impact. According to these criteria, no significant impacts on traffic conditions would result from implementation of the project; the LOS at the study intersections would not change with the addition of the project traffic.

Parking Impacts

The proposed project would require a Variance from the provision of off-street parking.¹ It is estimated that the proposed project would generate a long-term parking demand for 200 spaces. Since off-street parking would not be provided, the parking demand would need to be accommodated either on-street or within nearby off-street public parking facilities. The off-street public parking occupancy survey indicates that there would be approximately 366 parking spaces available in the area during the midday peak period. The parking demand generated by the proposed project would increase the occupancy of the off-street parking facilities in the study area from approximately 84 percent to 93 percent during the midday peak parking period (1:00-3:00 p.m.).

Pedestrian Impacts

The walking mode splits presented in the Trip Generation section above were used to estimate pedestrian impacts of the proposed project. The Existing Plus Project pedestrian volumes for the weekday P.M. peak 15-minute period were used to calculate the Existing Plus Project levels of service for the four crosswalks at the intersections of Battery Street/Pacific Avenue and Battery Street/Jackson Street, based on the methodology contained in the 1985 *Highway Capacity Manual*. The results of this pedestrian analysis are presented in Table 3. As shown in the table, all eight crosswalks would continue to operate at LOS B or better after implementation of the proposed project. The addition of project pedestrian traffic would therefore not be significant.

Transit Impacts

Based on trip generation and mode split estimates, the proposed project would generate approximately 40 new transit trips (three inbound and 37 outbound) during the P.M. peak hour. Most of the MUNI bus routes serving the project site are below capacity even at their maximum

load points and would have excess capacity to absorb the additional transit trips that would be generated by the project. The additional transit trips generated by the project would therefore not be significant.

Table 3
Existing Plus Project Pedestrian Crosswalk Levels of Service

INTERSECTION	EXISTING		EXISTING PLUS PROJECT	
	Pedestrian Space (sq. ft./ped.)	LOS ^a	Maximum Surge (sq. ft./ped.)	LOS ^a
BATTERY STREET/PACIFIC AVENUE				
North Crosswalk	177	A	164	A
East Crosswalk	111	B	103	B
South Crosswalk	256	A	235	A
West Crosswalk	151	A	139	A
BATTERY STREET/JACKSON STREET				
North Crosswalk	231	A	206	A
East Crosswalk	103	B	91	B
South Crosswalk	514	A	471	A
West Crosswalk	74	B	65	B

^a Level of Service determined from the *1985 Highway Capacity Manual (Updated 1994)*, Chapter 13. For crosswalks, the maximum surge criterion was used. For sidewalks, the platoon criterion was used.

Source: Kolve Engineering

Freight Loading Impacts

Based on a total of 213,500 gsf of existing and proposed office space, Section 152 of the *San Francisco Planning Code* would require the proposed project to provide two off-street loading spaces. The existing building has no off-street loading space(s) and none are proposed. One curb-side loading space currently exists on Battery Street (approximately 31 feet in length). Under the proposed project, loading activities and trash pick-up operations would occur from

the same location, however, the length of the loading space would be narrowed from 31 feet to approximately 19 feet in length. The balance of 11 feet of curb space would be added to the metered yellow-zone along the east side of Battery Street. The project as proposed would not meet *Code* requirements for provision of loading spaces, and would require a Variance for loading.

As indicated in the Freight Loading Demand section above, the project would generate a total demand for 2.0 spaces during the average hour and 2.6 spaces during the peak hour, based on calculation methodologies provided in San Francisco's *Guidelines for Environmental Review*. Comparison of loading demand and proposed on-street supply indicates that during the average hour, there would be a deficit of one loading space. There are eight on-street metered, yellow/black curb truck loading spaces on the east side (nearest the project site) of Battery Street available for truck use. Field observations indicate that these spaces are generally well-utilized throughout the day, although available space was observed during the mid-morning hours generally associated with peak truck activity.

The project curb-side loading space would not be sufficient to meet demand during the average and peak loading hours, and service vehicles would either use the metered loading spaces along the Battery Street frontage of the project or double-park along Battery Street. This condition would not be a significant impact as loading is a short-term activity, Battery Street is a one-way street with three-lanes which allows space for traffic to safely maneuver around double parked vehicles, and the intersections of Pacific Avenue/Battery Street and Jackson/Battery Streets operate at acceptable levels of service (LOS A and LOS B, respectively) during the p.m. peak hours.

Construction Impacts

Construction activities associated with the proposed project would occur over a 14-month period. During this period, most staging of construction equipment and materials would occur on the project site and adjacent sidewalks. There would, however, be a flow of trucks to and from the site on weekdays. This truck activity would result in a temporary reduction in street capacity. It is estimated that two to three trucks per hour would arrive and depart the site during the peak construction period. The incremental slowing of traffic movement, including MUNI buses, would be temporary and would therefore not be considered significant.

Approximately 125 construction workers would generate an additional demand for parking in the vicinity of the project site during the peak construction period. It is assumed that each worker would drive a private vehicle and require a parking space. The construction contractor will need to arrange for off-street parking in one of the parking facilities located in the project vicinity. The additional demand would be temporary and it is anticipated that it could be accommodated by the excess capacity in the existing facilities.

While construction period impacts are by definition temporary, and are therefore not generally considered significant, they can greatly inconvenience area residents and employees, and the project sponsor has agreed to implement mitigation measures that would limit the hours of construction traffic from 7:00 a.m. to 8:00 p.m., coordinate with City Departments to determine feasible measures to reduce traffic congestion, transit disruption and pedestrian circulation impacts during construction (see Mitigation Measures on pages 57 and 58).

Cumulative Impacts

Cumulative traffic impacts were assessed for the Future (Year 2010) Plus Project conditions. To calculate future traffic, existing traffic volumes were adjusted based on growth rates derived in the *Alternatives to Replacement of the Embarcadero Freeway and the Terminator Separator Structure DEIS/DEIR* (August 1995). Annual growth rates ranging from 1.1 percent to 1.5 percent, which are assumed to include growth from the proposed project, were applied to existing traffic volumes on the various streets within the project study area. The projected cumulative traffic volumes for 2010 were used to derive the future cumulative intersection levels of service presented in Table 4 for the year 2010.

Under future cumulative conditions, the Battery/Broadway intersection would shift from LOS B to LOS C, and the Battery/Sacramento intersection would shift from LOS C to LOS E. All other study area intersections would continue to operate at LOS B or better.

Over time, traffic volumes are expected to increase, whether or not the proposed project is approved. These "cumulative" increases will result in increased congestion on freeways, major

Table 4
Future Cumulative Intersection Levels of Service^a

INTERSECTION	EXISTING		EXISTING PLUS PROJECT		CUMULATIVE INCLUDING PROJECT YEAR 2010	
	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
Battery/Broadway	12.0	B	12.1	B	15.5	C
Battery/Pacific	4.8	A	4.8	A	5.0	A
Battery/Jackson	7.3	B	7.3	B	7.6	B
Front/Jackson	4.6	A	4.6	A	4.9	A
Battery/Sacramento	17.1	C	17.5	C	47.5	E

^a Level of Service determined from the *1985 Highway Capacity Manual (Updated 1994)*, Chapter 9.

Source: Kolve Engineering

arterials, and the local streets which access these facilities. Vehicle trips associated with the proposed project would contribute a tiny increment to this congestion (i.e. about 30 net new vehicle trips in the P.M. peak hour).

CUMULATIVE CONTEXT

Prior to the 1989 Loma Prieta earthquake and the recession of the early 1990s, the cumulative context for future transportation conditions in San Francisco and the Bay Area was based on future year 2000 and 2010 analyses presented in the *Mission Bay EIR* and the *South of Market EIR*. The Population and employment projections upon which these estimations of future conditions were based have more recently been determined to be more aggressive (i.e. larger) than warranted, and the City has begun to use projections which are based on those prepared by the Bay Area Association of Governments (ABAG). The analysis conducted for the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure DEIS/DEIR²* incorporated the changes to the regional and local street network following the

Loma Prieta earthquake, and estimates of economic growth and change in San Francisco based on ABAG projections.

Overall, the results of the Embarcadero/TSS Replacement analyses and even more recent analyses for the *Waterfront Land Use EIR* and the *Mission Bay Subsequent Draft EIR* are consistent with previous studies, in that in the future, regional freeways and local intersections near freeway ramps will be more congested. Combined with improvements in transit, this congestion would result in a shift from autos (especially solo drivers) to transit and ridesharing for trips to and from the downtown and vicinity, which includes the 640 Battery Street project site. The relevant transportation analysis from the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure EIS/EIR* is incorporated by reference and summarized below.

Future Travel Demand

The *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure EIS/EIR* analysis estimated future travel demand using the regional travel demand forecasting model developed by the Metropolitan Transportation Commission (MTC). This model utilizes the ABAG land use database in the nine county San Francisco Bay Region to determine the number of future daily and peak period trips. As part of the environmental review process, the City and County of San Francisco Planning Department developed year 2015 estimates of the number of households and employees at the Traffic Analysis Zone level, based on citywide ABAG projections for year 2010, information on approved projects in downtown, and reasonable assumptions regarding future development.

ABAG '92 projections for the year 2010 were adjusted for downtown San Francisco zones in Superdistricts 1 (northeast quadrant) and 3 (southeast quadrant), and extrapolated to develop year 2015 conditions. Using these projections, employment in San Francisco is expected to increase between 1990 and 2015 by 165,631 jobs (28% increase), and the number of households is expected to increase by 45,572 dwelling units (15% increase). Superdistrict 1, which includes the Financial District, as well as the proposed project site, is anticipated to experience the greatest growth of the four Superdistricts that comprise San Francisco. Employment is anticipated to increase by 128,292 jobs (32% increase), and households by 39,449 dwelling units (68% increase).

A follow-up study conducted for the Planning Department following the development of year 2015 land use estimates by the Planning Department forecast lower estimates of employment than those summarized above. However, the total difference for those travel analysis zones in the downtown area between the preliminary and the revised estimates was less than four percent, and even lower (less than one percent) for the four San Francisco Superdistricts as a group. As a result, the Planning Department estimates were assumed to be valid and were used in the analysis.³

Daily travel demand estimates were developed using the updated year 2015 land use database and the transportation network included in the year 2010 MTC travel demand forecasting model. Between 1990 and 2015 it is anticipated that there would be an increase of 581,189 (15% increase) in total persons trips per day (auto plus transit) within San Francisco. Transit trips would increase by 22 percent, while auto trips would increase by 13 percent city-wide. The greatest increase for both auto and transit would be in Superdistrict 1, which includes the project site, and Superdistrict 3.

The proposed project is expected to be completed, occupied and the amount of net new space attributed to the project absorbed by 2005. Therefore, the impacts of the project and contribution to cumulative transportation impacts would occur within the 1990 to 2015 context.

Regional Travel

The October 1989 Loma Prieta earthquake rendered many freeway sections and freeway ramps serving San Francisco inoperable. The closure and/or demolition of freeways affected accessibility to and from San Francisco, particularly the northeast quadrant of the City, the area generally north of Bryant Street and east of Van Ness Avenue. The primary freeway facilities that provided access to the east side of San Francisco include the Embarcadero Freeway (SR 480) and I-280. Both were severely damaged as a result of the earthquake and had to be closed immediately following the earthquake. A brief summary of the status of each freeway follows:

Embarcadero Freeway: Prior to the earthquake the Embarcadero Freeway provided access to downtown San Francisco and the northeast waterfront via the Main/Beale, Washington/Clay and Broadway ramps. The closure of the freeway following the 1989 earthquake gave the City an opportunity to evaluate its role in serving the downtown street network and the I-80/U.S. 101

connections in relation to its location on the Bay shoreline. As a result, in 1990, the San Francisco Board of Supervisors passed a resolution endorsing the demolition of the Embarcadero Freeway and calling for the evaluation of alternatives to an elevated structure. The demolition of the Embarcadero Freeway and associated ramps resulted in a reduction in congestion at the ramp locations, but affected local traffic by dispersing regional traffic onto local streets. In particular, the Clay/Washington ramps to the Embarcadero Freeway were demolished, changing traffic patterns in the project area.

A joint *Environmental Impact Statement/Environmental Impact Report (EIS/EIR)* was prepared by the City, Caltrans and the Federal Highway Administration to analyze potential impacts of the alternatives to the former elevated Embarcadero Freeway. That *EIS/EIR* was expanded in 1994 to also include effects of demolition of the Terminal Separator Structure ramps that led to/from the Embarcadero Freeway and various City streets. A *Draft EIS/EIR* was published in August 1995; public hearings were held during the fall. A *Final EIS/EIR* was certified in 1996.

On January 29, 1996, the San Francisco Board of Supervisors selected one of the build alternatives (the DPT Variant of Alternative 5) as the preferred project alternative. The DPT Variant of Alternative 5 would realign and upgrade the existing surface roadway along The Embarcadero between Folsom Street and Broadway, providing three continuous traffic lanes in each direction during the A.M. and P.M. peak periods, with the curb lanes providing parking in off-peak periods. This alternative would modify the existing Fremont Street off-ramp from I-80 westbound to allow traffic direct access to Folsom Street. It would also provide additional off-ramp capacity from I-80 eastbound by widening the freeway's approach to the existing Fourth Street off-ramp.

I-280: The I-280 Freeway, which provides access between downtown San Francisco and the Peninsula and the southwestern areas of the City, was also damaged in the 1989 earthquake. The damage was not substantial enough to merit demolition, and Caltrans decided to seismically upgrade the facility. Phase I of the retrofit effort, which consisted of substantial closures of the freeways and ramps, was completed in December 1995. Phase II retrofit effort did not involve any lane closures during peak periods and was completed at the end of 1997.

With the completion of the earthquake retrofit and the construction of an on-ramp and off-ramp at King Street near Fifth Street, combined with the reconstructed The Embarcadero, access between I-280 and downtown and the waterfront has improved.

Local Streets

Following the Loma Prieta earthquake and subsequent closure and/or demolition of regional facilities, traffic volumes on some local streets increased, and some decreases occurred on streets, which served as access routes to/from demolished ramps.

Between 1990 and 2015, daily auto trips in San Francisco are anticipated to increase by 13 percent, and are anticipated to increase by 9 percent in Superdistrict 1. This would result in an increase in the number of vehicles using the regional freeway facilities to access and travel through San Francisco, as well as vehicles traveling on local streets. The projected increase in overall trips in the City would result in an increase in traffic on local streets in the future, as new freeways are not proposed to replace those demolished.

The vehicular traffic associated with the proposed project would be part of the cumulative increase in traffic on the regional facilities and local street network; however, project traffic would not contribute substantially to the cumulative conditions. The project traffic represents less than one percent of the total growth in P.M. peak hour vehicular traffic between 1990 and 2015. The contribution of the project to the regional bridges and freeways would be minimal, as the majority of the trips (approximately 80 percent) would be from locations within San Francisco and would use local streets to access the project. The remaining 20 percent of the project vehicle trips would be from outside San Francisco and would primarily use I-80 to access the local streets, as most of these trips would come from the east and south bay. The proposed project would also contribute to the cumulative traffic conditions on local streets, including Montgomery and California Streets. The project trips, however, would not substantially affect the cumulative conditions on these facilities.

The duration of the P.M. peak period during which regional and local facilities are operating at capacity is expected to increase in the future. This extension or "spreading" of the P.M. peak period is expected to occur due both to overall growth in traffic and to no substantial changes to the capacity of the regional and local roadway facilities. The proposed project traffic would

result in an increase in the P.M. peak hour traffic volumes on regional and local facilities, and would therefore contribute to the expected spreading of the peak. However, the project would not be a substantial contributor to the P.M. peak spread.

Transit

Transit services in the year 2015 would be similar to those existing today, except that several planned transit projects are expected to be constructed by 2015. MUNI's planning objectives include meeting transit demand and accommodating future growth and transportation patterns, and it is anticipated that transit service will be adapted to meet the changing demands within the constraints of declining federal and state operating assistance. These objectives are consistent with the City's "Transit First" policy that indicates that the City has established transit as the preferred mode of transportation for satisfying growing travel demand.

Planned transit services to accommodate future demand include:

- The F-Market electric streetcar extension from Upper Castro to Fisherman's Wharf via Market Street and The Embarcadero. The segment between Upper Castro and Fremont Street is currently in service, and the segment on Market Street between Fremont Street and Steuart Street, and on The Embarcadero between Broadway and Fisherman's Wharf is under construction.
- BART Service on the Daly City line extended to the San Francisco International Airport, and decreased service headways from 3.75 minutes to 2.25 minutes. BART extensions to Pittsburg and Dublin in the East Bay, and the extension to Colma have recently been opened and those stations are in operation.
- CalTrain service increases in the number of trains.

Other transit service providers in San Francisco (the Airporter, Amtrak feeder buses, Gray Line, Golden Gate Bridge Highway and Transportation District (GGBHTD), SamTrans, AC Transit and other private bus operators) are assumed to offer services similar to those provided today, with adjustments for duplication with planned projects noted above, and possible service increases in response to travel demand.

As identified in the Future Travel Demand discussion above, the number of persons using transit to access or leave San Francisco is expected to increase by approximately 22 percent between 1990 and 2015. This increase is greater than the increase in auto traffic and reflects the shift to

transit due to increasing congestion in the Bay Area and improvements in transit services. The increase in the use of transit would be most substantial in Superdistrict 1 (25% increase) and Superdistrict 3 (39% increase).

The approximately 11 P.M. peak hour transit trips generated by the proposed project would be part of the overall increase in transit trips identified above for Superdistrict 1, and would primarily affect local MUNI transit lines rather than regional transit service.

NOTES - Transportation/Circulation

¹ San Francisco Planning Code, Section 151.

² *Alternatives to the Replacement of the Embarcadero Freeway and the Terminal Separator Structure DEIS/DEIR*, 92.202E and 94.060E, published August 25, 1995.

³ Memorandum to file "Updated Future Land Use Data Sensitivity Analysis," April 24, 1994 conducted for the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure EIS/EIR*.

D. GROWTH INDUCEMENT

A project would be considered growth inducing if its implementation would encourage population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project entails construction of an approximately 93,500 square-foot addition to the existing 130,000 sq.ft 640 Battery Street office building near the downtown Financial District of San Francisco. The potential increases in population and employment resulting from the project would be limited to jobs created on the project site (about 340 net new employees in addition to the approximately 435 employees previously working in building, as stated in the Initial Study on page A-14). There could be a resulting increase in the housing demand for about 37 units, and the project would comply with Section 313 of the *City Planning Code*, Housing Requirements for Office Development Projects. Those employees who continue to live in outlying areas and commute into the City would contribute to potential transportation impacts discussed above. Since the proposed project is located in an urban area, there would not be a demand to extend the existing municipal infrastructure. In view of the above, there is no reason to believe that the project would result in additional development in Downtown San

Francisco that would not otherwise occur. The proposed project is accordingly not expected to result in growth-inducing impacts.

V. MITIGATION MEASURES PROPOSED TO MINIMIZE SIGNIFICANT IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potentially significant environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architects and contractors and are thus proposed. Implementation of some may be the responsibility of other agencies. Each mitigation measure and its status is discussed below.

Several items are required by law that would serve to mitigate impacts; they are summarized here for informational purposes, and may appear below. These measures include: no use of mirrored glass on the building to reduce glare, as per City Planning Commission Resolution 9212; limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, 1972); implementation of geotechnical assessment and recommendation; and observance of State and Federal Occupational Safety and Health Administration safety requirements related to handling and disposal of hazardous materials.

State law requires that a reporting or monitoring program be adopted regarding mitigation measures that are made conditions of approval for any project that would otherwise have significant environmental impacts. As such, an alternative selected by the City Planning Commission and proposed for approval will include a monitoring and/or reporting program to ensure compliance with all mitigation measures required as conditions of approval.

Measures not required by legislation but which would also serve to mitigate environmental impacts appear below. Mitigation measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

A. CULTURAL RESOURCES

- *● Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities that the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of 4 weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Office of Environmental Review shall receive three copies of the final archaeological report.

B. CONSTRUCTION AIR QUALITY

- *● The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

C. TRANSPORTATION

- During the construction period, construction truck movement would be permitted only between 7:00 a.m. and 8:00 p.m. to minimize traffic noise. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, Golden Gate Transit, and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion, including transit disruption (for example, potential relocation of bus stops), and pedestrian circulation impacts during construction of this project and other nearby projects that are planned for

construction or which later become known. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would ensure that the construction contractor coordinate with construction contractor(s) for any concurrent nearby projects that are planned for construction or become known.

- The project contractor(s) would determine the location of an off-site parking facility for construction workers during the construction period.
- Work schedules of Pacific Gas and Electric Company and other utilities requiring trenching could be coordinated, so that street disruption would take place during weekends and off-peak hours. This should be done through the San Francisco Committee for Utility Liaison on Construction and Other Projects. In-street utilities should be installed at the same time as the street is opened for construction of the project to minimize street disruption.

D. HAZARDS

- *● If excavation and removal of soils from the site would be required, the project sponsor shall contract with a qualified consulting firm (with Registered Geotechnical Engineers and Hydrogeologists) to prepare a soils investigation report. As part of the study, the soils shall be tested for the presence of any hazardous contamination that might be found at the project site. In the event that any hazardous wastes are identified which exceed the City, State, and federal standards (including acceptable levels of petroleum hydrocarbons at Class II or III landfills), the project sponsor shall implement a Site Mitigation Plan (SMP) prepared by the consultant. The SMP shall detail the specific treatment of wastes, including sampling, monitoring, and other soil handling procedures to be performed by a licensed contractor in accordance with the State and federal regulations and the site-specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. The SMP shall also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been remediated, the consultant that prepared the SMP would certify that the site is clean and usable for the proposed project.
- *● The project sponsor shall provide the San Francisco Planning Department with a copy of the notice required by the Bay Area Air Quality Management District (BAAQMD) for asbestos abatement work, prior to and as a condition of issuance of the building permit for the proposed project by the Department of Building Inspection (DBI).
- *● The project sponsor shall ensure that the project contractors will comply with all federal, State, and local regulations, including lead-safe work practices, applicable to work with lead-based materials (i.e., lead-based paint) and disposal of lead-containing waste. The project sponsor shall ensure that a certified "Lead-Related Construction Inspector/ Assessor" by the California Department of Health Services shall provide a lead clearance (or certification) report after the lead abatement work in the buildings is completed.

- *● The project sponsor shall provide a copy of the lead clearance report to the San Francisco Planning Department, Office of Environmental Review and the Department of Public Health, Bureau of Environmental Health Management.

E. WATER

- *● Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge.
- *● If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA) and with sections 15040, 15081, and 15082 of the *CEQA Guidelines*, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter V.

This chapter is subject to final determination by the San Francisco Planning Commission as part of its certification of the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

No significant project-specific impacts have been identified.

Projected development in downtown San Francisco would have a significant effect on the environment in that it would generate cumulative traffic increases as well as cumulative passenger loadings on MUNI, BART and other regional transit carriers. The cumulative transportation impacts could cause violations of the fine particulate matter standards (PM_{10}). The proposed project would contribute incrementally to these cumulative effects.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project, discusses environmental impacts associated with each alternative, and, where an alternative has been considered by the project sponsor in development of the project, gives the sponsor's reasons that the alternative was rejected in favor of the project. Regardless of the sponsor's reasons for rejection, the City Planning Commission could approve an alternative instead of the project.

Analysis of alternatives at different sites for private projects is not required except in very limited circumstances. Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative. This EIR does not include an alternate site alternative because Martin Battery Associates, L.P., the project sponsor, has no feasible alternative site available for the proposed project.

A. NO PROJECT ALTERNATIVE

DESCRIPTION

Under the No-Project Alternative, the proposed project building would remain vacant or it could be used in its current condition for office space. No off-street parking and loading would be present on the site, and current conditions would be perpetuated. If leased, the existing building would provide approximately 120,000 sq.ft. of office space as compared to approximately 213,500 sq.ft. with the proposed project.

IMPACTS

If the building remained vacant, none of the impacts associated with the proposed project would occur and the level of activity on the project site would be less than assumed under "existing" baseline conditions in the transportation analysis. The environmental characteristics of this alternative would be generally similar to those described in the Environmental Setting sections

of this report (see Chapter IV, Environmental Setting, Impacts, and Mitigation Measures, and Appendix A, the Initial Study, for a discussion of existing conditions and would not contribute to future cumulative effects on traffic levels of service.

If the building were released for office space, the level of activity on the project site would resemble the "existing" baseline scenario included in the transportation analysis, and potential (non-significant) impacts of the project would be proportionally reduced when compared to the proposed project.

For both variations of the No Build Alternative, the building would not exceed the dimension limits for the 84-E height and bulk district. In addition, there would be no temporarily increased parking demand or traffic congestion impacts associated with construction of the project. No physical exterior alterations to the building would occur under this alternative.

SPONSOR'S REASONS FOR REJECTION

This alternative was rejected by the project sponsor because it would not satisfy the sponsor's objectives of constructing an economically viable office building in the one of the City's emerging prime office locations near the downtown financial district of San Francisco.

B. MODIFIED OFFICE ALTERNATIVE, WITH PARKING

DESCRIPTION

Under this alternative, the office project would not exceed the applicable *City Planning Code* building bulk limitations and would meet Code requirements for loading dock and parking spaces. Similar to the proposed project, this alternative would add three new floors to the existing building at 640 Battery Street, for a total of six floors (5-1/2 stories). The ground floor and a portion of the first floor would be dedicated to parking for a total of 76 spaces. The below-grade garage would be accessed via ramps on Jackson and Front Streets and contain about 60 spaces, and an additional 16 parking spaces would be provided on the first floor, accessed by a ramp from the ground floor. The remainder of the first floor would be occupied by about 30,000 sq.ft. of office space. While the new third and fourth floors would occupy the same footprint as the existing second floor, adding approximately 40,000 sq.ft. per floor, the fifth floor would be set back from the existing facade (unlike the proposed project which would be set

back on the fourth and fifth floors). The fifth floor addition would provide approximately 12,000 sq.ft. of office space and would have maximum dimensions of 110 feet in length and 140 feet on the diagonal (compared to 230 feet in length and 300 feet on the diagonal for the proposed project), satisfying Code requirements pertaining to the portions of buildings above 65 feet within an 84-E Height and Bulk District. This alternative would add approximately 83,000 net new square feet (compared to 93,500 square feet for the proposed project), however, since the first floor and about 25 percent of the second floor would be used for parking, this alternative would provide a net increase of about 38,000 sq. ft. of office space over existing conditions.

This alternative would provide one loading dock space on Pacific Avenue. Including the credit for one space provided by the existing building, the proposed space would satisfy Code requirements pertaining to loading dock spaces.

IMPACTS

Under this alternative, some of the same effects resulting from the proposed project would occur, but to a lesser extent since this alternative would be smaller than the proposed project; on-site land uses would intensify and be at a higher density than the existing conditions; localized effects of construction (temporary increases in noise; increases of employment) would be less than the project; and the period of construction would be slightly shorter than the project, although the foundation plan would be about the same.

As with the proposed project, implementation of this alternative would not result in any land use impacts. The use of the building for offices would be consistent with previous use of the building and with other office uses in the project vicinity. It is expected that office workers from the building would patronize some of the local retail and service businesses, and that the office use would in this regard be compatible with non-office uses in the vicinity.

The traffic impacts of this alternative would be reduced as compared to the proposed project. A total of 2,850 daily person-trips would be generated, resulting in 900 net new daily person-trips. This would be about half of the approximately 1,920 net new person trips that would be generated under the proposed project, however the addition of 76 parking spaces would increase traffic volumes immediately adjacent to the project. The construction impacts related

to traffic and parking would be approximately the same as those of the proposed project. Urban design impacts and view blockage would be similar to those of the proposed project.

SPONSOR'S REASONS FOR REJECTION

This alternative was rejected by the project sponsor because the cost of providing parking within the building would be prohibitively expensive relative to the rents that would be generated by the remaining office space. Moreover, the physical constraints of the existing building would limit the amount of potential parking without redesigning the structure of the building. This alternative would also not meet the project sponsor's objective of providing office space to meet the demand for such office space in area immediately adjacent to San Francisco's Financial District.

C. RESIDENTIAL ALTERNATIVE

DESCRIPTION

The Residential Alternative entails conversion of the existing building at 640 Battery Street to residential housing. Five new floors would be added to the building at the same dimensions as the proposed project to create a building of 8-1/2 stories (9 floors). Because the height of the stories would be reduced as compared to the proposed project, the building height would still be 84 feet under this alternative. This alternative would provide 80 to 100 residential units and two levels of parking spaces (up to 110 spaces). Open space decks would be provided on rooftops at different levels created by setbacks.

IMPACTS

The Residential Alternative would comply with applicable *City Planning Code* requirements and would not need any variances. The Code requires residential uses to provide one parking space per dwelling unit; this alternative would meet this requirement. The Residential Alternative would also satisfy Code requirements pertaining to the provision of open space by residential developments. The residential use of the building would be compatible with other residential uses in the project vicinity, and would not result in any land use impacts.

Urban design and visual quality effects under this alternative would be about the same as the proposed project. Traffic impacts of this alternative would be less than under the proposed project. It would generate approximately 1,200 to 900 fewer daily person trips than the proposed

project (1,920 trips) and the p.m. peak-hour vehicle trips would also be lower, and would not be significant. Urban design considerations and view blockages would be similar to the proposed project. Construction impacts on traffic and parking would be about the same as those of the proposed project.

SPONSOR'S REASONS FOR REJECTION

This alternative was rejected by the project sponsor because it would not meet the sponsor's objective to provide an economically viable office building in an area adjacent to the downtown financial district of San Francisco.

VIII. EIR AUTHORS

EIR AUTHORS

Planning Department, City and County of San Francisco
1660 Mission Street
San Francisco, CA 94103

Environmental Review Officer: Hillary E. Gitelman

EIR CONSULTANTS

During Associates

120 Montgomery Street, Suite 2290
San Francisco, CA 94104
Stu During, Project Manager
Doug Herring
Lynne LeRoy

Archeo-Tec (Cultural Resources)

5283 Broadway
Oakland, CA 94618
Allen Pastron, Ph.D.

Clement Designs (Graphics Design)

358 Third Avenue, Suite 100
San Francisco, CA 94118
Kathy Clement
Hanna Norman

Environmental Science Associates (Shadow Consultant)

225 Bush Street, Suite 1700
San Francisco, CA 94104
Chuck Bennett, Vice President
Rowell Llanillo

ENVIRONMENTAL CONSULTANTS *(continued)***Korve Engineering** (Transportation)

116 New Montgomery Street, Suite 531

San Francisco, CA 94105

Chi-Hsin Shao, Vice President

Luba Wyznyckyj, Senior Transportation Planner

Linda Lee

Lori Levoit

Square One Productions (Photography and Photomontage)

725 Filbert Street

San Francisco, CA 94133

Hartmut Gerdes, President

Don Ballanti (Wind Studies/Air Quality)

Certified Meteorologist

1424 Scott Street

El Cerrito, CA 94530

PROJECT SPONSOR

Martin Battery Associates

100 Bush Street, 26th Floor

San Francisco, CA 94104

Matt Field, Project Manager

PROJECT ARCHITECT

McCluskey & Associates

735 Montgomery Street, Suite 310

San Francisco, CA 94111

William McClusky, President

Robert Bradsby

Field Paoli

57 Post Street,

San Francisco, CA 94104

John Field, President

PROJECT ATTORNEY

David Cincotta, Attorney at Law

1388 Sutter Street, Suite 900

San Francisco, CA 94109

ORGANIZATIONS AND PERSONS CONSULTED

City and County of San Francisco

Planning Department

Tim Blomgren, Planner

Bill Wycko, Planner

Jim Nixon, Planner

Municipal Railway

James Lowe

Department of Parking and Traffic

Jerry Robbins, Planner

Others

Treadwell & Rollo

IX. APPENDICES

Appendix A: Initial Study

Appendix B: Draft EIR Distribution List

Appendix C: Intersection Level of Service Descriptions

Appendix D: Pedestrian Level of Service Descriptions

**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: March 14, 1998

Lead Agency: City and County of San Francisco, Dept. of City Planning
1660 Mission Street - 5th Floor, San Francisco, CA 94103

Agency Contact Person: Hillary Gitelman **Telephone:** (415) 558-6381

Project Title: 97.678E: 640 Battery Street, Office Building Expansion

Project Sponsor: Martin/Battery Associates, L.P.

Project Contact Person: Matt Field, Martin/Battery Associates, L.P.

Telephone: (415) 772-5900

Project Address: 640 Battery Street, between Pacific Avenue and Jackson Street

Assessor's Block and Lots: Block 173, lots 1 and 9

City and County: San Francisco

Project Description: The proposed project would add three floors to the existing three-level 640 Battery Street building and would use the (expanded) building for offices. The project would add approximately 93,500 square feet (sq.ft.) to the about 120,000 sq.ft. current structure for a total project of approximately 213,500 sq.ft. of office use. The L-shaped, currently vacant, 640 Battery Street building fronts Pacific Avenue and Battery Street for an entire block, and faces portions of Jackson and Front Streets (see Location and Site Plan, Figures 1 and 2). The existing building was constructed in 1926-37 and is rated "1" in the Planning Department's 1976 Survey. The 39,875 sq.ft. project site is located in the C-2 Zoning District, the Washington-Broadway Special Use District #2 and in a 84-E Height and Bulk District.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: March 28, 1998. An appeal requires: (1) a letter specifying the grounds for the appeal, and (2) a \$206.00 filing fee.

Hillary Gitelman
Environmental Review Officer

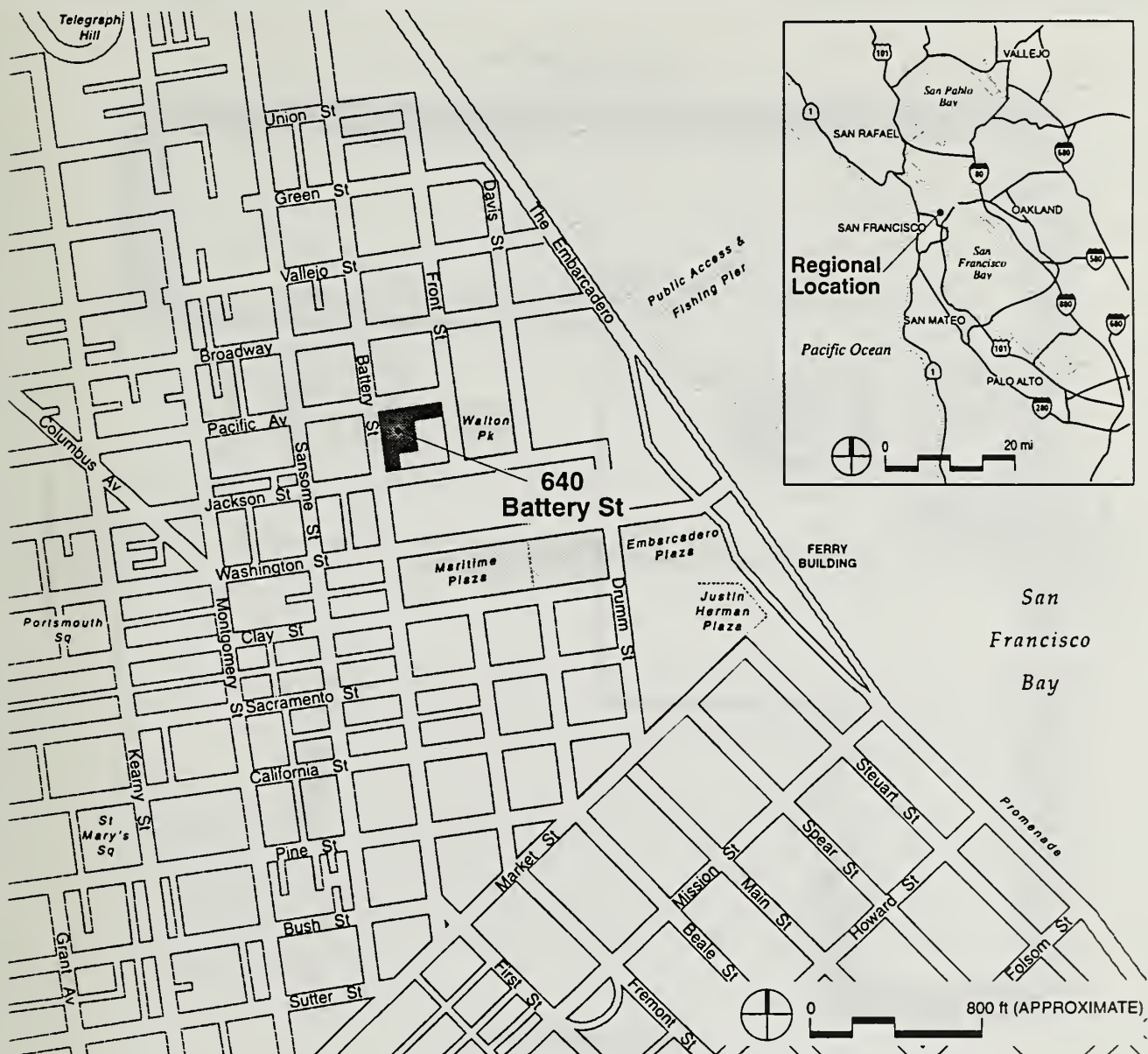
I. PROJECT DESCRIPTION

The proposed project would entail reuse of the existing 640 Battery Street Building, with construction of three new stories on top of the building. The completed building would be 84 feet high and would house 5-1/2 stories (6 floors) of offices (Figures 2, 3, 4, and 5, pages 4 to 7). Approximately 93,500 square feet would be added to the existing about 120,000 square feet, for a total of approximately 213,500 square feet of office use. No off-street parking or loading would be provided.

The existing cement facade with large industrial-sash windows would generally be preserved for the bottom two and a half stories of the proposed project, although all the windows would be replaced to meet building code and Title 24 energy requirements. In some areas, the first floor window pattern would be repeated on the second Floor. The facade of the new 3-story addition to the building would feature the same type window pattern as the existing building except for the top floor which would feature the arched windows typical of many buildings in the area. The first story of the addition (floor three) would conform to the existing footprint of the building. The fourth and fifth floors would continue the existing Pacific Avenue and Battery Street facades, but would be set back about 49 feet on the Jackson Street frontage and approximately 79 feet on the Front Street frontage. The fourth floor would feature roof decks on the set-back spaces. The interior mid-block, east rear of the addition would be set back six feet, and the south portion would be flush with the existing building.

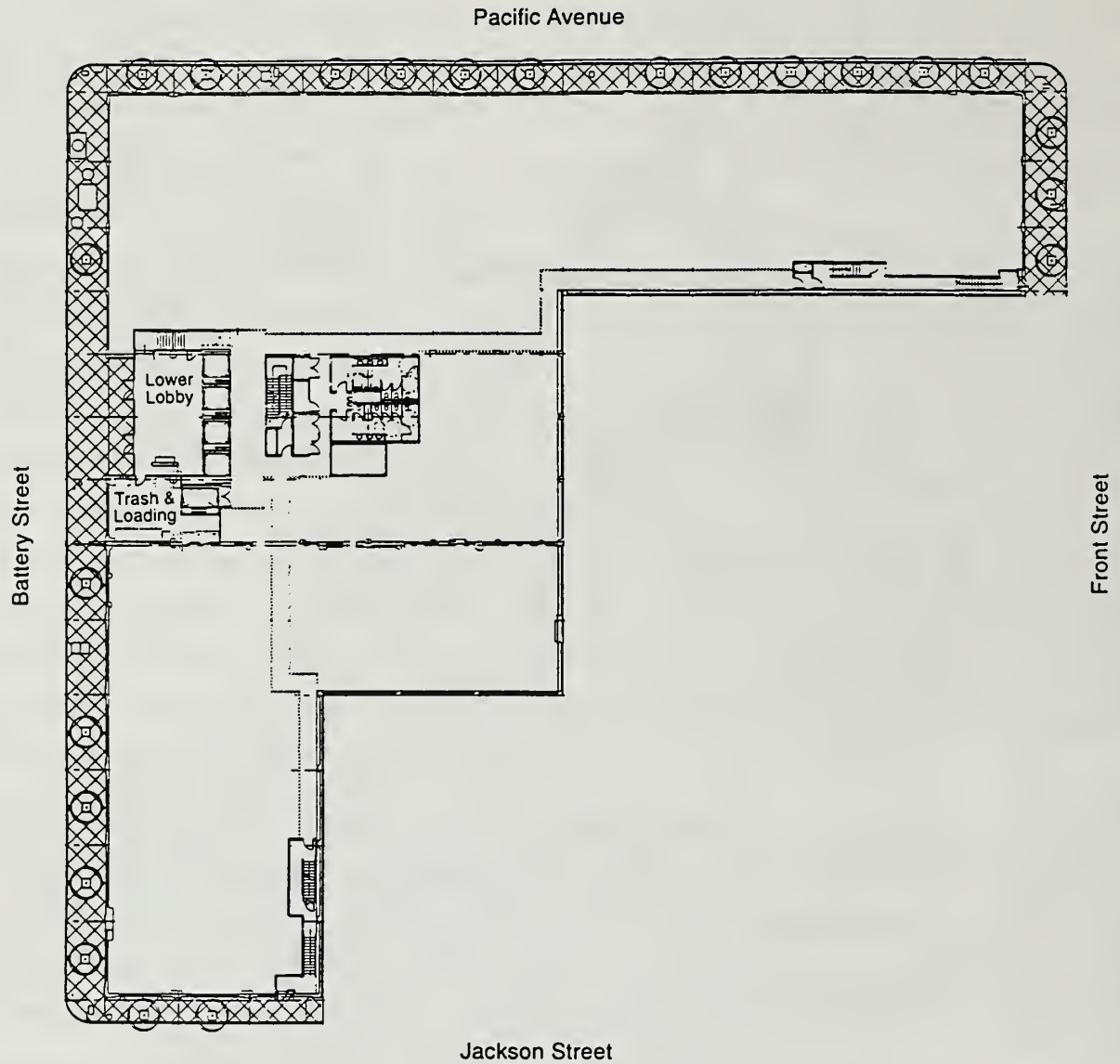
The entrance to the project would be on Battery Street and two entry bays of the facade would be set back about eight feet (with an approximately 38-foot width) from the sidewalk in order to separate the building mass along the street. The existing secondary entrance on Battery Street would be removed. There would be code required exits on Front and Jackson Streets. Loading would occur from the existing curb space on Battery Street at approximately the location of the present loading door, which would be replaced.

The project site is located at 640 Battery Street, between Jackson Street and Pacific Avenue (Figure 1, page 3). The approximately L-shaped project site is 39,875 square feet in size and is situated on Assessor's Block 173, Lots 1 and 9. The project block is bounded by Pacific Avenue and Battery, Front, and Jackson streets. The entire site is currently occupied by a vacant cement and glass office building 2-1/2 stories tall, which extends the length of Battery between Jackson Street and Pacific Avenue and the length of Pacific between Battery and Front streets. Both the Battery Street and the Pacific Avenue frontages are approximately 276 feet in length. There are three floors to the building, with about half of the ground floor situated below grade. Although it appears to be, and functions as, a single building, the site is actually occupied by two buildings, one of which was built in 1927 and the second of which was erected in 1937.



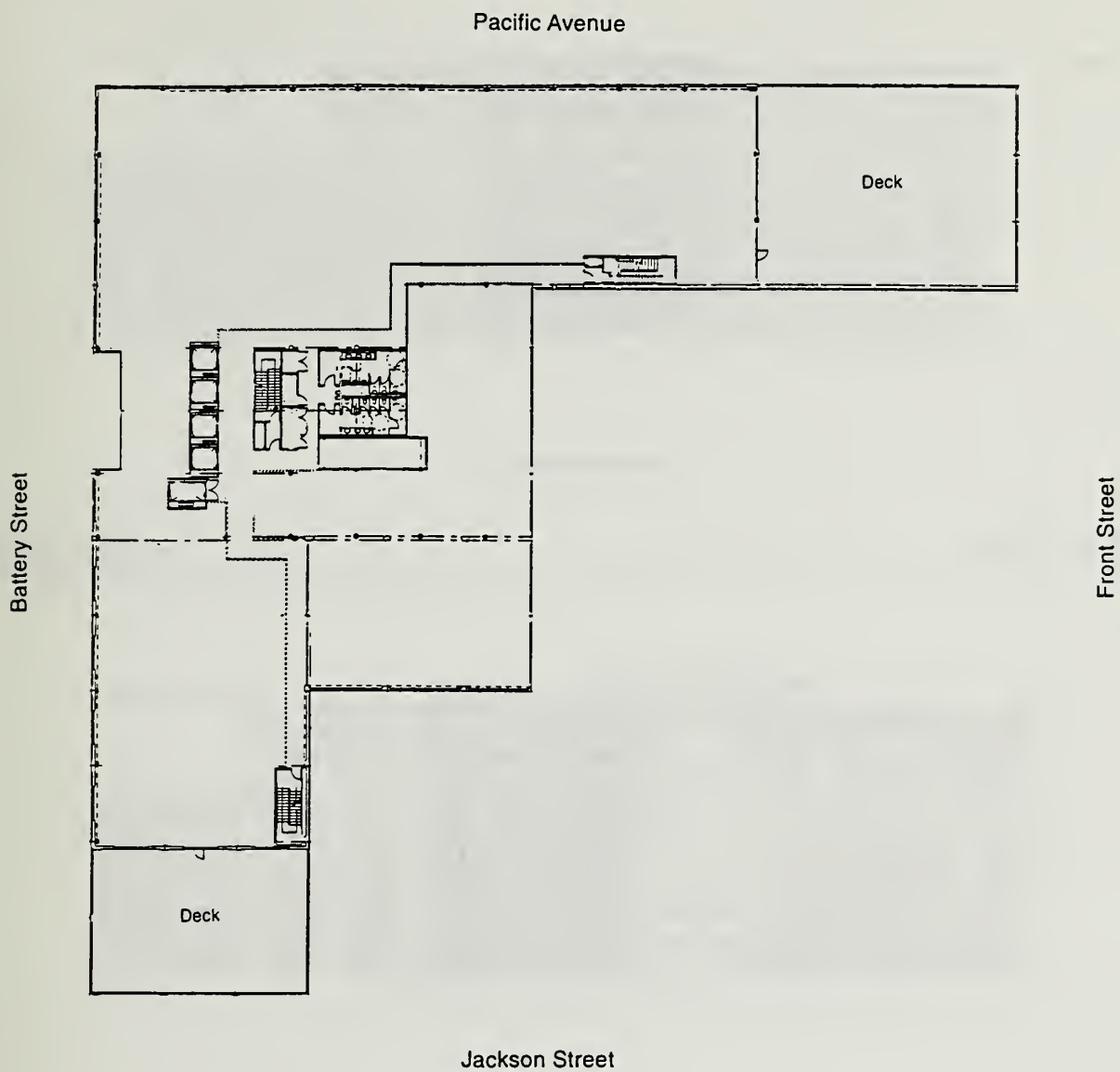
Source: During Associates

PROJECT LOCATION FIGURE 1



Source: Field Paoli/McCluskey and Associates

1ST FLOOR PLAN FIGURE 2



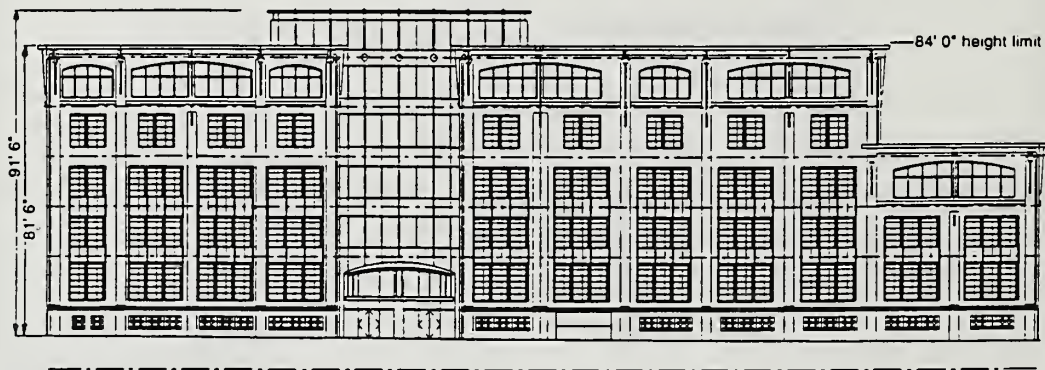
Source: Field Paoli/McCluskey and Associates

4TH FLOOR PLAN FIGURE 3



Jackson Street

Jackson Street Elevation

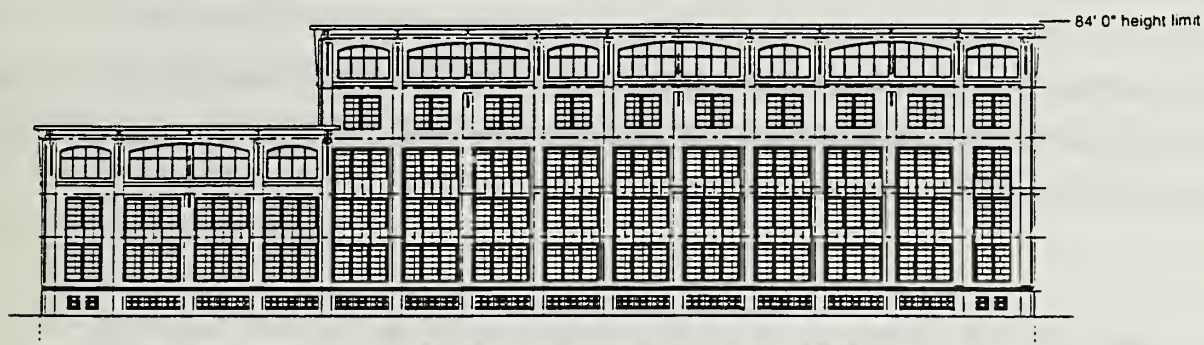


Battery Street

Battery Street Elevation

Source: Field Paoli/McCluskey and Associates

SOUTH AND WEST ELEVATIONS FIGURE 4



Pacific Avenue

Pacific Avenue Elevation



Front Street

Front Street Elevation

Source: Field Paoli/McCluskey and Associates

NORTH AND EAST ELEVATIONS FIGURE 5

For purposes of this document, it is considered as a single building. The building was previously used as a computer center and offices for a financial institution and was vacated in July 1997.

Project construction would take approximately 14 months. The total hard construction cost is estimated at \$12,500,000. The project sponsor is the Martin/Battery Associated L.P., and the project architects are Field Paoli and McCluskey and Associates, Inc.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The 640 Battery Street Office Expansion Project is examined in this Initial Study to identify potential effects on the environment. Some potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR). These potential effects include effects related to transportation issues.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential effects were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR:

Land Use: The proposed project would intensify the existing office use on the project site, which would be compatible with uses on Battery Street and Pacific Avenue. For informational purposes, land use will be discussed in the EIR.

Urban Design: The first floor (level three) of the proposed expansion would be of comparable scale, proportion, and massing to the existing 640 Battery Street Building and the top two floors (four and five) would be set back from the Front and Jackson Street frontages. The entrance to the building on Battery Street would be set back eight feet for the entire five and half floor facade in order to separate the building mass along Battery Street. The addition exterior would contain finish materials with the existing building. For informational purposes urban design will be discussed in the EIR.

Glare: The project would not use mirrored glass. Exterior lighting would be directed or shielded to prevent glare on adjacent properties and streets.

Population: The project site is currently vacant (since July 1997) and no commercial tenants would be displaced. The proposed addition would accommodate approximately 340 employees. Following project completion, it is estimated that a total of approximately 775 people would be employed on the site. While noticeable to immediately adjacent neighbors, this increase would not substantially increase the existing areawide population. The project would create a demand for about 37 housing units according to the Office of Affordable Housing Production Program formula, and would be subject to all applicable linkage fees for downtown office development.

Noise: After completion, building operation including project-related activities and project-related traffic would not perceptibly increase noise levels in the vicinity. Some increase in noise and vibration could be expected during construction. The project would be required to comply with the San Francisco Noise Ordinance during construction and regarding mechanical equipment noise.

Air Quality and Wind: Construction activities could cause a temporary violation of ambient air quality standards in the site vicinity. A measure to mitigate potentially significant air-quality impacts associated with excavation and construction activities is included as part of the project. The project would not substantially increase or alter existing winds, and would not cause winds to exceed the hazard criterion.

Utilities/Public Service: The project would increase the demand for public utilities and services, but not in excess of amounts expected and provided for in the area.

Biology: The project site is entirely covered by impervious surfaces and is within an urban area which has been intensively developed since the late-nineteenth century. No rare or endangered plants or animals could be affected by the project.

Geology/Topography: A soils investigation was conducted on the project site. Detailed foundation and related structural design studies would be prepared by a California-licensed engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction of the project.

Water: The project site is entirely covered by impervious surfaces, and existing drainage conditions on the site would not change by the project.

Energy: The project would be constructed to comply with performance standards of Title 24 of the California Code of Regulations, regarding energy conservation.

Hazards: The project would alter portions of the existing structure at 640 Battery Street that include asbestos-containing materials. The project sponsor would be required to comply with applicable regulations regarding the removal and disposal of asbestos containing materials. These regulations and procedures, established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Cultural Resources: The project would add three floors to the existing building which was built in 1926 and an addition was completed in 1937. The building is a handsome, light industrial structure with little applied decoration, largely defined by the industrial sash windows. It is rated "1" in the Planning Department's Citywide Architectural Survey of 1976 (buildings are rated from a low of "0" to a high of "5"), and is not formally designated in any way. Because the building is not an historical resource as defined in CEQA Section 21084.1, the proposed alteration, which would substantially change the existing character of the building, would not be considered a significant adverse effect. The project sponsor as agreed to mitigation measures regarding potential archaeological resources. Historic and Cultural resources will not be discussed further in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	<u>N/A</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the <i>City Planning Code</i> or Zoning Map, if applicable.	—	<u>X</u>
2.* Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	—	<u>X</u>

The *City Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*. The project would require Conditional Use authorization from the City Planning Commission for bulk, including a public hearing, pursuant to Section 303 of the *City Planning Code*. A Variance will be required for parking. The project will also have to file an application for project authorization under Section 321 of the *City Planning Code* for office development.

The project site is located in a C-2 (Community Business) zoning district in San Francisco, the Washington Broadway Special Use District #2, and an 84-E Height and Bulk District. The C-2 district provides convenience goods and services to residential areas of the City and, in some C-2 districts, provides comparison shopping goods and services on a general or specialized basis to a Citywide or regional market area, complementing the main area for such types of trade in downtown San Francisco. The Washington Broadway Special Use District #2 provides special traffic and parking considerations for many existing buildings of small scale and established character which have been and will be retained and converted, and certain wholesaling activities carried on with distinct benefit to the city. The proposed project would not require a zoning change.

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues.

Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA) or adopting any zoning ordinance or development agreement, the City Planning Commission is required to find that the project complies with the requirements of Section 101.1 of the City *Planning Code* (Proposition M), including consistency with the *General Plan*. As described above, the project would require Conditional Use authorization for modification of bulk requirements; a Variance for parking requirements; project authorization under Section 321 for office development; and building permits from the Department of Building Inspection. Approvals necessary for the project and the relationship of the project to *Planning Code* requirements will be described in the EIR.

B. ENVIRONMENTAL EFFECTS

1. <u>Land Use</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Disrupt or divide the physical arrangement of an established community?	___	<u>X</u>	<u>X</u>
b. Have any substantial impact upon the existing character of the vicinity?	___	<u>X</u>	<u>X</u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The proposed project would add three floors to the existing two-and-half-story 640 Battery Street Office building. Because the project would be accomplished within the existing block and street configuration, it could not divide the physical arrangement of an established community.

The project site is in an area of transition between the downtown Financial District, dominated by towering skyscrapers, and the Northeast Waterfront Historic District, which is populated with numerous older, smaller buildings ranging from one to six stories in height. The project vicinity is primarily occupied by buildings ranging from one to six stories tall (the permitted height limit is 84-feet), and possesses a more open character, in contrast to the streetscape of the Financial District. North of the project site, on the northwest corner of Front Street and Pacific Avenue is the seven-story Foote Cone & Belding Building. There are several large multi-story apartment building towers in the area, including the 21-story Golden Gateway Apartments, located immediately south of the project site. The 25-story Buckelew House condominium building is to the southeast of the project block. Two more apartment buildings in excess of 20 stories are located just to the east and south of Buckelew House.

The Front Street side of the project block is occupied by five two- to three-story red brick or cement buildings. One houses a restaurant, while the others contain offices. The building at the southern corner (at Jackson Street) is currently vacant and undergoing renovation. Directly east of the project block across Front Street is Sydney G. Walton Square Park.

Directly west of the project building, along Battery Street, are two six-story office buildings, one with retail in the ground floor, one four-story office building, and two three-story red brick office buildings. Similar buildings, most of them red or painted brick, are located in the next block of Battery Street north of the project site. The 750 Battery Street building at the northeast end of the block is taller than most, at seven stories. On the opposite (northwest) corner from this building is the five-story KPIX building housing offices and broadcast studios. There are a number of public and private surface parking lots along Pacific Avenue, Broadway, and Battery Street, all within a block of the project site. Two large federal buildings occupy the entire block to the southwest of the project site: the 5-story U.S. Custom House located on Battery Street and the 15-story U.S. Appraisers Building on Sansome Street.

The proposed project would continue and expand upon the land use previously occupying the site. The introduction of additional office use to the project site would not be a significant effect because it would occur in an area that is already intensively developed and primarily devoted to office use. The area is

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

already well developed with support services and amenities for the office sector and would not require or generate substantial additional demand for new services or amenities. The proposed office use would be similar in character to other office buildings scattered throughout the larger C-2 zoning district, and would be generally compatible with the prevailing urbanized commercial/office character of the area. For informational purposes, land use will be addressed in the EIR.

2. <u>Visual Quality</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Have a substantial, demonstrable negative aesthetic effect?	<u> </u>	<u> X </u>	<u> X </u>
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<u> </u>	<u> X </u>	<u> X </u>
c. Generate obtrusive light or glare substantially impacting other properties?	<u> </u>	<u> X </u>	<u> X </u>

Aesthetics and urban design are subjective fields, and individuals may hold differing opinions about the relative merit of any proposed project. The current proposal is no exception, and although the project sponsor has indicated that the new addition is intended to complement the existing building in terms of organization, scale, and materials, others may feel differently upon studying the design proposal. Due to these potential differences of opinion, significant adverse effects related to design are limited to those which could have "substantial" and "demonstrable" negative aesthetic effects.

In the case of the proposed project, in the opinion of the Planning Department staff, no significant aesthetic or urban design impact would occur, and design considerations are left to the decision makers who must decide whether to approve or disapprove the proposed project. During the decision making processes, more details about the final design proposal are typically available to the public and to decision makers than are normally available during environmental review. Aesthetic and design features of the project may therefore be more fully considered and commented on at that time. In the current case, the design of the project would be considered in the course of the Conditional Use process.

The primary scenic views currently available to the public in the vicinity of the project site are the public-rights-of-way which allow vistas of the City in several directions. The heights of surrounding buildings limit views outside of these rights-of-way. The proposed project would not intrude on any public right-of-way. The addition would be noticeable from some points in the Sydney G. Walton Square Park, east of Front

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Street. The addition would be over 120 feet away from the park boundary, however, and views to the west from the park would partially be obscured by the trees and other vegetation along the western boarder of the park. Private views from some floors up to the 6th level in buildings which currently face the project on Pacific Avenue, Battery and Jackson Streets would be partially obstructed by the proposed addition, and longer range private views could also be affected to some degree. While the project would obstruct some private views, it would not block scenic views now available to the public. While there would be no significant adverse effects related to urban design, these issues will be discussed in the EIR for informational purposes.

The project would comply with City Planning Commission Resolution 9212 which prohibits the use of mirrored or reflective glass. The project would not use mirrored glass, would not include exterior lighting in excess of amounts common and accepted in urban areas, and would direct exterior lighting to minimize glare on neighboring buildings or streets; it could not, therefore, generate obtrusive light or glare substantially impacting other properties. Glare requires no further analysis and will not be discussed in the EIR.

3. <u>Population</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Induce substantial growth or concentration of population?	<u> </u>	<u> X </u>	<u> X </u>
b.* Displace a large number of people (involving either housing or employment)?	<u> </u>	<u> X </u>	<u> X </u>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	<u> </u>	<u> X </u>	<u> X </u>

The addition of approximately 93,500 square feet of office space would accommodate an increase in the daily population on the project site by approximately 340 people. The previously occupied building was estimated to support about 435 employees, and the total 213,500 sq.ft. of the new project would contain a total of about 775 employees.¹ In comparison to the existing employee and resident densities in the area surrounding the project site, 775 daytime employees would represent a small fraction of the existing daytime area population, and would not be noticeable in the context of the existing area-wide concentration of intensive commercial activity. Physical environmental effects of this increase in population on site that are related to transportation will be addressed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The project would generate a demand for about 37 housing units in San Francisco according to the Office Affordable House Production Program (OAHPP) formula. The project would comply with the Office Affordable Housing Production Program, Section 313 of the *City Planning Code*, requiring the provision of 37 units or payment of an in-lieu fee of about \$659,200. The project would not create a substantial demand for additional housing in San Francisco, nor would the project reduce the housing supply. No housing would be displaced by the project. Population and housing will not be analyzed further in the EIR.

NOTES - Population

¹ The estimate is based on one employee per 275 square feet.

4. <u>Transportation/Circulation</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	To Be Determined		<u>X</u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	<u> </u>	<u>X</u>	<u>X</u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	To Be Determined		<u>X</u>
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	To Be Determined		<u>X</u>

No parking would be provided in the proposed project. The project would cause an increase in area traffic, transit and parking demand. The EIR will discuss potential effects of the project related to traffic and circulation, transit, and parking. Potential traffic impacts during construction will also be discussed in the EIR.

5. <u>Noise</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Increase substantially the ambient noise levels for adjoining areas?	<u> </u>	<u>X</u>	<u>X</u>
b. Violate Title 24 Noise Insulation Standards, if applicable?	<u> </u>	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	<u> </u>	<u>X</u>	<u> </u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The proposed construction could generate noise and possibly vibration that may be considered an annoyance by occupants of nearby properties. Due to the temporary and intermittent nature of construction, and the relatively high traffic noise levels already existing in the immediate area, construction noise and vibration would not generally be considered significant. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (DBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 DBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period.

In order to up-grade the foundation of the building, approximately 162 twelve-inch diameter piles would be driven next to the existing piles over a two month period.¹ About 129 piles would be driven and 23 would be drilled all within the interior of the building. These piles would be placed during the normal work hours for construction. Potential impacts related to the noise generated by the pile driving would be mitigated by the walls and floors of the existing building and the small size of the piles. Project construction noise requires no further analysis and will not be addressed in the EIR.

The noise generated by occupancy of the proposed office building would be limited to vehicles arriving at and departing from the loading zones, and would not be considered a significant impact of the proposed project. Such noise would be virtually unnoticed within the urban context of the project area. Based on published scientific acoustic studies, to produce an increase in ambient noise levels noticeable to most people in the project area, the traffic volumes in the area would need to double, which would not occur with implementation of the proposed project. Mechanical equipment on the roof of the new addition would be shielded to minimize noise exposure to nearby highrise residences, and would be required to meet all other applicable standards. Operational noise requires no further analysis and will not be discussed in the EIR.

NOTES - Noise

¹ Matt Field, project manager, telephone conversation, March 10, 1998. A foundation plan for pile driving is available for review in Project File No. 97.678E at the Planning Department, 1660 Mission Street, San Francisco.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

6. <u>Air Quality/Climate</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	___	<u>X</u>	<u>X</u>
b.* Expose sensitive receptors to substantial pollutant concentrations?	___	<u>X</u>	<u>X</u>
c. Permeate its vicinity with objectionable odors?	___	<u>X</u>	___
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	___	<u>X</u>	<u>X</u>

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the number of vehicle trips (primarily automobiles) generated by the project which the District considers capable of producing air quality problems. The project would not exceed the number of trips (approximately 310 average daily vehicle trips) that would trigger the need for more extensive air quality analysis.¹ Therefore, no significant air quality impacts would be generated by the proposed project, and will not be discussed in the EIR.

Shadow - The proposed new addition to the 640 Battery Street Building would raise the height to 84 feet along part of the Pacific Avenue and Battery Street frontage and could increase the amount of shadow on area streets and sidewalks at certain times of the day and year.

Section 295 of the *City Planning Code* was adopted in response to Proposition K (passed in November 1984 in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year around. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by the City Planning Department and project generated shadow would not reach any Proposition K protected properties (a copy of this report is available for review in Project File No. 97.678E at the Planning Department, 1660 Mission Street, San Francisco). The EIR will not discuss potential shadowing impacts of the project on sidewalks and parks.

The Sydney G. Walton Square Park, located east of the project site is bounded by Front, Jackson and Davis streets, and the Golden Gateway Condominiums on the north. It is a private park that is open to the public and receives heavy patronage during the midday hours. An evaluation was made to assess the extent and

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

duration of the existing and potential project shadow on the park and compare the results with a study on the use of the Park.² The analysis methods used were identical to the same normally applied for Proposition K studies. The results of the analysis determined that shadow from the proposed project would reach the park in the late afternoons earlier than one hour before sunset. The largest daily increment of new shadow would be about 1.52 percent of available sunlight for that day and would occur on about March 21st. The shadow would extend about one-third the width of the park to the eastern boundary. This area consists of grassy berms, sidewalks, and trees.³ Considering the effects over a year, the new shadow generated by the project would represent about 1.1 percent of the total available sunlight on the Sydney G. Walton Square Park over the term of the year. Of this new shadow, two-thirds would occur after 5:00 P.M. and one-quarter would occur after 6:00 P.M. The user study indicates that most of the afternoon use of the park is during the lunchtime hours and use declines over the afternoon. When the project generated net new shadows would reach the park, about two to three dozen persons could be expected to be using the park.

Wind - Wind conditions partly determine pedestrian comfort on sidewalks and in other public areas. In downtown areas, tall buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. The proposed addition to the project would not cause wind levels to exceed the City established specific comfort criteria.⁴ This topic will not be discussed in the EIR.

NOTES - Air Quality/Climate

¹ Don Ballanti, Certified Consulting Meteorologist, letter to During Associates, January 29, 1998. This letter is available for review in Project File No. 97.678E at the Planning Department, 1660 Mission Street, San Francisco.

² Charles Bennett, Environmental Science Associates, *Potential Shadow Effects, Proposed 640 Battery Building Modification Project*, February 6, 1998, letter to During Associates. This letter is available for review in Project File No. 97.678E at the Planning Department, 1660 Mission Street, San Francisco. The user study was conducted on Thursday, May 15, 1997 which was sunny and quite warm.

³ A diagram of the park and photos are available for review in Project File No. 97.678E at the Planning Department, 1660 Mission Street, San Francisco.

⁴ Don Ballanti, Certified Consulting Meteorologist, letter to During Associates January 29, 1998. This letter is available for review in Project File No. 97.678E at the Planning Department, 1660 Mission Street, San Francisco.

7. <u>Utilities/Public Services</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Breach published national, state or local standards relating to solid waste or litter control?	___	<u>X</u>	___
b.* Extend a sewer trunk line with capacity to serve new development?	___	<u>X</u>	___
c. Substantially increase demand for schools, recreation or other public facilities?	___	<u>X</u>	___
d. Require major expansion of power, water, or communications facilities?	___	<u>X</u>	<u>X</u>

The proposed project would increase demand for and use of public services and utilities on the site and increase water and energy consumption, but not in excess of amounts expected and provided for in this area. The proposed project's potential effect on utilities and other public services requires no further analysis and will not be discussed in the EIR.

8. <u>Biology</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	___	<u>X</u>	<u>X</u>
b.* Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	<u>X</u>	___
c. Require removal of substantial numbers of mature, scenic trees?	___	<u>X</u>	___

The project site is covered with impervious surfaces and is located within an urban area which has been intensively developed since the late-nineteenth century. No plants or animals could be affected by the project. No further analysis is required and this topic will not be included in the EIR.

9. <u>Geology/Topography</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	___	<u>X</u>	<u>X</u>
b. Change substantially the topography or any unique geologic or physical features of the site?	___	<u>X</u>	___

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The project site is approximately ten feet above Mean Sea Level and is level. The area in which the project site is located was once part of San Francisco Bay and contains about 16 feet of sand fill, underlain by 15 to 20 feet of weak, compressible clay, which, in turn, is underlain by older bay and alluvial deposits consisting of medium dense to dense sands and stiff clays.¹ Depth to bedrock is estimated to vary from about 40 to 60 feet below the basement floor slab of the building. The entire building is supported on piles, which appear to be driven into bedrock and are considered to be sound (the geotechnical report indicated that the lack of noticeable building settlement since the piles were installed over 60 to 70 years ago supports this conclusion).² The building, and the new addition would require seismic upgrading of the existing structure and additional piles.

The *San Francisco General Plan Community Safety Element* contains maps that show areas in the City subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element).

The proposed project would not entail any excavation other than for the elevator pits and the installation of support pilings to improve the structural stability of the existing building and as a foundation for the proposed additional floors of office space. The additional piles would be adjacent to the existing piles and a concrete pile cap would be added.³ Since the new piles would be driven to bedrock, settlement of the building or adjacent structures would not be anticipated. The city's Department of Building Inspection (DBI) would review the building plans to ensure compliance with all San Francisco Building Code provisions regarding structural safety. DBI will review all available foundation design and soils reports, and may request additional information if required. Potential damage to structures from geologic hazards on the project site would be mitigated through DBI review of the building permit applications pursuant to its implementation of the Building Code. No further analysis of geology and seismicity is required in the EIR.

NOTES- Geology/Topography

¹ Treadwell & Rollo, letter to Engineered Construction Services, *Geotechnical engineering Services, 640 Battery Street, San Francisco, CA*, April 4, 1997. This letter is available for review in Project File No. 97.678E at the Planning Department, 1660 Mission Street, San Francisco.

² op.cit, page 4.

³ A foundation plan is available for review in Project File No. 97.678E at the Planning Department, 1660 Mission Street, San Francisco.

10. <u>Water</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Substantially degrade water quality, or contaminate a public water supply?	<u> </u>	<u> X </u>	<u> X </u>
b.* Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	<u> </u>	<u> X </u>	<u> X </u>
c.* Cause substantial flooding, erosion or siltation?	<u> </u>	<u> X </u>	<u> </u>

The depth to groundwater is approximately 11 feet below the site surface. Groundwater flow would not be affected by the project foundation and minimal groundwater draw down would occur during or after construction. Site dewatering may be required during excavation and for the placement of the piles. If any groundwater is removed, the project sponsor has agreed to implement Mitigation Measure 3 in the Mitigation Measures section of this Initial Study.

11. <u>Energy/Natural Resources</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<u> </u>	<u> X </u>	<u> X </u>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	<u> </u>	<u> X </u>	<u> X </u>

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of Building Inspection. Energy impacts requires no further analysis and will not be discussed in the EIR.

12. <u>Hazards</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<u> </u>	<u> X </u>	<u> X </u>
b.* Interfere with emergency response plans or emergency evacuation plans?	<u> </u>	<u> X </u>	<u> X </u>
c. Create a potentially substantial fire hazard?	<u> </u>	<u> X </u>	<u> X </u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

An Environmental Site Assessment (ESA) was prepared for the project site by SCA Environmental, Inc. in January 1997 (a copy of this report is available for review in Project File No. 97.678E at the Planning Department, 1660 Mission Street, San Francisco). The ESA examined the history of use of the project site and area, and evaluated the potential presence of chemically-affected soil on the project site. Among the numerous documented previous uses of the site was a printing company, which is believed to have installed the 2,200-gallon steel underground storage tank (UST) located on the site for the storage of inks or waste liquids. This tank was buried approximately 10 feet below grade within an open concrete vault backfilled with sand and debris. The UST was partially removed in February 1996 but the presence of a pressurized gas line above the tank required leaving a portion of the tank in place. Approximately 1 cubic yard of soil contaminated with low concentrations of metals and petroleum hydrocarbons was removed from the excavation, which was backfilled with clean engineered fill. PES Environmental, Inc. examined the site and reviewed the documentation pertaining to the closure in July 1997. PES concluded that the remaining parts of the tank do not pose a significant environmental concern, and noted that the San Francisco Department of Public Health is not requiring any further action related to the UST.

Soil fill in the area of the UST excavation which contained debris which were found to contain elevated levels of lead (up to 4,700 milligrams per kilogram). This contaminated soil was found down to a depth of about 7 feet. Construction debris from the 1906 earthquake that was placed as fill on the project site is most likely the source of the lead contamination. Elevated levels of other heavy metals may also be present in the fill beneath the site. These contaminants will not pose a threat to the health and safety of workers or the public unless they are excavated during construction activities. If excavation and removal of soils will be necessary during construction, the project sponsor has agreed to implement Mitigation Measure 2 listed in the Mitigation Measures section of this Initial Study.

A November 1995 survey of the proposed project building for asbestos-containing building materials (ACBM) revealed pipe coverings and other construction materials containing or presumed to contain asbestos. The non-friable ACBM was noted to be in good condition and was left in place, while the friable pipe coverings were removed in 1996 accordance with BAAQMD, California Occupational Safety and Health Administration (CAL-OSHA), and California Department of Health Services requirements (DHS). Prior to conducting any renovation or construction activities that would disturb friable ACBM (including potentially friable ACBM and non-friable ACBM that could be rendered friable by the proposed activities), the ACBM should be abated.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or asbestos abatement work. The notification must include the names and addresses of the operations and the names and addresses of persons responsible; location and description of the structure to be demolished/alterd, including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or asbestos abatement work; nature of the planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation about which a complaint has been received. Any ACBM disturbance at the project site would be subject to the requirements of District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing.

The local office of the State Occupational Safety and Health Administration must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California Law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of non-significance. In addition, to ensure compliance with existing procedures for asbestos, the project sponsor has agreed to implement Mitigation Measure 4 listed in the Mitigation Measures section of this Initial Study.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Given the age of the existing on-site buildings, it is likely that the buildings are contaminated with lead-based paint. A comprehensive lead paint survey was not part of the ESA, though it was noted that painted surfaces are in good condition and normal building operations would not be expected to pose a health risk to building occupants. To reduce or avoid potential health hazards from public exposure to lead as a result of disturbance of lead-based paint during renovation activities, the project sponsor has agreed to implement Mitigation Measure 5 listed in the Mitigation Measures section of this Initial Study.

A variety of containerized hazardous materials were noted to be stored at different locations in the building during the January 1997 site reconnaissance. Prior to the project sponsor's acquisition of the property, the materials were removed.¹

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. The final building plans for any new or modified office building project is reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection) in order to ensure conformance with these provisions. The proposed project would conform to these standards, which would include sprinkler systems throughout the building. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process.

Hazards and fire safety require no further analysis and will not be discussed in the EIR.

NOTES - Hazards

¹ Matt Field, project manager, telephone conversation, January 21, 1998.

13. Cultural - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or paleontological site except as a part of a scientific study?	To Be Determined		<u>X</u>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	<u> </u>	<u>X</u>	<u>X</u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

- c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?

_____ X X

A cultural resources evaluation of the project site was completed by an independent consultant and is summarized here.¹ In its natural state, the project site was entirely submerged beneath the shallow waters of the sheltered anchorage known as Yerba Buena Cove, and was between 150 and 200 feet to the south and east of the historic shoreline. A review of documented archaeological resource records revealed that no recorded prehistoric sites exist within the confines of the proposed project property. While the project site's historic location beneath the waters of Yerba Buena Cove indicate a low probability of encountering prehistoric cultural resources at the site, due to the geological process of subsidence or changing levels of the Bay over time, the presence of such resources cannot be ruled out.

As one effect of growth in 1849 and pressure on land, property owners began filling in Yerba Buena Cove, extending the City's shoreline eastward. The first step in this process was the construction of wharves into the Bay to accommodate the increased ship traffic.

The San Francisco Maritime Museum has plotted the approximate locations of 42 ships buried beneath the financial district or other portions of the City. Based on this and other documentary sources, it is believed that at least four Gold Rush era ships are probably situated (or were at one time situated) in close proximity to the project site. Consequently, the remains of one or more ships could be encountered beneath the project site. Such an artifact would be considered a potentially significant cultural resource.

Following a depression in the mid-1850s, another era of economic growth began. By the beginning of the City Building Period (1858-1886), the project site was already extensively developed, including most of the interior of the block on which the site is situated. The Great Earthquake and Fire of 1906 destroyed the buildings on the project site and in the immediate vicinity. The area was quickly rebuilt, though only one structure, a narrow rectangular building housing a paper manufacturer, occupied the site in 1913. The two reinforced concrete buildings presently occupying the site were erected in 1927 and 1937.

In addition to archival records searches, the cultural resources investigation conducted for the proposed project included a limited subsurface archaeological assessment. Three geotechnical test pits had been

¹ Derived from State EIR Guidelines, Appendix G, normally significant effect.

excavated in April 1997 that remained open, with the undisturbed spoils piles next to them. None of the pits provided evidence to suggest the likely presence of significant subsurface cultural resources.

In summary, although no cultural resources of significance were identified at the project site, the potential remains for them to exist. While little if any excavation would be required for construction of the proposed project, pilings would be driven into the soils underlying the site. Assuming the planned construction excavation remains very limited, no additional subsurface archaeological exploration is recommended for the project. However, if any cultural materials of potential significance are encountered during the course of construction the Cultural Resources Mitigation Measure 6 would be implemented and would reduce the project's potential impact on cultural resources to a level of insignificance. Cultural resources, therefore require no further analysis and will not be included in the EIR.

The proposed project and buildings in the immediate vicinity of the project site were surveyed between 1974 and 1976 as part of a City-sponsored inventory of architecturally significant buildings. The inventory assessed the architectural significance of 10,000 surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included and each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5". Factors considered included architectural significance, urban design context, and overall environmental significance. The 640 Battery Street building was rated "1" in the 1976 Citywide Architectural Survey. The Foundation for San Francisco's Architectural Heritage inventory rated the building "C++" which is defined as "contextual importance - buildings which are distinguished by their scale, materials, compositional treatment, cornice and other features. They provide the setting for more important buildings and they add visual richness and character to the downtown area". The building has no other survey ratings, and is not formally designated in any way. There are several buildings near the project site officially designated as City landmarks, listed on the National Register of Historic Places, or subject to the provisions of Article 10 (Preservation of Historical, Architectural and Aesthetic Landmarks) or Article 11 (Preservation of Buildings and Districts of Architectural, Historical and Aesthetic Importance in the C-3 Districts) of the City Planning Code.

The 640 Battery Street building was built in 1926 for Louis and Charles Traung to house their label printing business. It was known as the Traung Lithography and label Company and it was deigned by Maurice Couchot and Jessie Rosenwald. An addition was completed in 1937 by Rosenwald. The building is a handsome, light industrial structure with little applied decoration, largely defined by the industrial sash

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

windows. What little decoration that does exist features Gothic Revival details at the entrances on Battery Street. Some other decorative elements may have been removed over the years. Although the project would substantially change the existing character of the building, it would not be considered as a significant adverse effect on historic architectural resources because the existing building does not meet the definition of a historic resource contained in CEQA Section 21084.1 Significant Impact on Historical Resources, and will be not be discussed further in the EIR.

NOTES - Cultural

¹ Allen G. Pastron, PhD., *Archival Cultural Resources Evaluation and Limited Subsurface Archaeological Assessment of the Property Located at 600-640 Battery Street, City and County of San Francisco, California*, July 1997. A copy of this report is available for review in Project File No. 97.678E at the Planning Department, 1660 Mission Street, San Francisco).

C. OTHER

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
Require approval and/or permits from City Departments other than City Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	<u>X</u>	<u> </u>	<u>X</u>

As discussed above, in addition to building permits from the Department of Building Inspection, the proposed project would require authorization of a Conditional Use by the City Planning Commission, a Variance and approval of the project under Section 321 for Office Development.

Prior to issuing a Conditional Use authorization for the proposed project, the City Planning Commission is required to find that the proposed project is consistent with the Priority Policies listed in Section 101.1 of the *City Planning Code* (Proposition M).

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT:

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
--	------------	-----------	------------	------------------

1. Could the project have significant effects if mitigation measures are not included in the project?

To Be Determined

X

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

2. Are all mitigation measures necessary to eliminate significant effects included in the project?

To Be Determined

X

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also including other measures which would be or could be adopted to reduce potential adverse effects of the project identified in the EIR. The project sponsor has agreed to implement the following:

1. Construction air quality: The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

2. Potential presence of contaminated soils: If excavation and removal of soils from the site would be required, the project sponsor shall contract with a qualified consulting firm (with Registered Geotechnical Engineers and Hydrogeologists) to prepare a soils investigation report. As part of the study, the soils shall be tested for the presence of any hazardous contamination that might be found at the project site. In the event that any hazardous wastes are identified which exceed the City, State, and federal standards (including acceptable levels of petroleum hydrocarbons at Class II or III landfills), the project sponsor shall implement a Site Mitigation Plan (SMP) prepared by the consultant. The SMP shall detail the specific treatment of wastes, including sampling, monitoring, and other soil handling procedures to be performed by a licensed contractor in accordance with the State and federal regulations and the site-specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. The SMP shall also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been remediated, the consultant that prepared the SMP would certify that the site is clean and usable for the proposed project.

3. Site dewatering: Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) requiring that

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge.

If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.

4. Asbestos-containing material: The project sponsor shall provide the San Francisco Planning Department with a copy of the notice required by the Bay Area Air Quality Management District (BAAQMD) for asbestos abatement work, prior to and as a condition of issuance of the building permit for the proposed project by the Department of Building Inspection (DBI).

5. Potential presence of lead-based paint

The project sponsor shall ensure that the project contractors will comply with all federal, State, and local regulations, including lead-safe work practices, applicable to work with lead-based materials (i.e., lead-based paint) and disposal of lead-containing waste. The project sponsor shall ensure that a certified "Lead-Related Construction Inspector/Assessor" by the California Department of Health Services shall provide a lead clearance (or certification) report after the lead abatement work in the buildings is completed.

The project sponsor shall provide a copy of the lead clearance report to the San Francisco Planning Department, Office of Environmental Review and the Department of Public Health, Bureau of Environmental Health Management.

6. Cultural Resources: Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities that the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of 4 weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Office of Environmental Review shall receive three copies of the final archaeological report.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. The following alternatives have been tentatively identified for analysis:

1. A No Project Alternative in which the site would remain in its existing condition.
2. An office alternative which would include all code-required off-street parking and loading, and less office square footage than the proposed project (i.e., within the same building envelope).
3. A reduced office alternative, which would include less office space than the proposed project.

E. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1.* Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?			<u>X</u>
	To Be Determined		

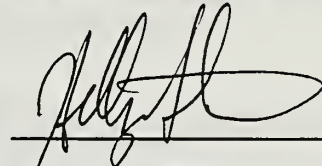
* Derived from State EIR Guidelines, Appendix G, normally significant effect.

- 2.* Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? X
- 3.* Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.) To Be Determined X
- 4.* Would the project cause substantial adverse effects on human beings, either directly or indirectly? X

The project would add three floors of office space to the existing 640 Battery Street Office Building, and would have transportation impacts that could be potentially significant. The EIR will consider and evaluate these issues and impacts.

G. ON THE BASIS OF THIS INITIAL STUDY

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



HILLARY GITEMAN
Environmental
Review Officer

for

Gerald Green
Director of Planning

Date: 3/14/98

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

APPENDIX B. DRAFT EIR DISTRIBUTION LIST

A. DRAFT EIR DISTRIBUTION LIST

FEDERAL AND STATE AGENCIES

Northwest Information Center
California Archaeological Inventory
Department of Anthropology
Sonoma State University
Rohnert Park, CA 94928
Attn: Leigh Jordon

State Office of Intergovernmental
Management (one copy)
State Clearinghouse
1400 - Tenth Street
Sacramento, CA 95814

California Department of
Transportation
P.O. Box 23660
Oakland, CA 94623-0660
Attn: Kit Curtiss

REGIONAL AGENCIES

Association of Bay Area Governments
101 8th Street
Oakland, CA 94607
Attn: Jean Pederson

Bay Area Air Quality Management
District
939 Ellis Street
San Francisco, CA 94109
Attn: Ellen Garvey

CITY AND COUNTY OF SAN FRANCISCO

San Francisco City Planning Commission
1660 Mission Street
San Francisco, CA 94103
Attn: Linda Avery, Secretary
Hector Chinchilla, Vice President
Dennis J. Antenore
Cynthia Joe
Richard Hills
Beverly Mills
Lawrence B. Martin
Anita Theoharis

Landmarks Preservation Advisory Board
1660 Mission Street
San Francisco, CA 94103
Attn: Niel Hart, Preservation Coordinator

Mayor's Office of Community Development
25 Van Ness Avenue
Suite 700
San Francisco, CA 94102
Attn: Margine Sako, Director

Mayor's Office of Housing
25 Van Ness Avenue
Suite 600
San Francisco, CA 94102
Attn: Marcia Rosen

Department of Building Inspection
1660 Mission Street
San Francisco, CA 94103
Attn: Frank Chiu, Director

Police Department, Planning Division
Hall of Justice
850 Bryant Street
San Francisco, CA 94103
Attn: Lt. James Molinari

San Francisco Fire Department
Division of Planning & Research
260 Golden Gate Avenue
San Francisco, CA 94102
Attn: Howard L. Slater

San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attn: James Lowe

Water Department, Distribution Division
425 Mason Street
San Francisco, CA 94102
Attn: Hans Bruno, Assistant Manager

San Francisco Department of Public Works
Division of Streets and Mapping
875 Stevenson Street, Room 465
San Francisco, CA 94103
Attn: Kris Kilgore

Division of General Engineering Services
30 Van Ness Avenue, 5th Floor
San Francisco, CA 94102

Bureau of Energy Conservation
Hetch Hetchy Water & Power
1155 Market Street, 4th Floor
San Francisco, CA 94103
Attn: John Deakin, Director

San Francisco Dept. of Parking & Traffic
Traffic Engineering Division
25 Van Ness Avenue
San Francisco, CA 94102
Attn: Jerry Robbins

Public Utilities Commission
1155 Market Street
San Francisco, CA 94102
Attn: Anson B. Moran, General Manager

Recreation & Park Department
McLaren Lodge, Golden Gate Park
Fell and Stanyan Streets
San Francisco, CA 94117
Attn: Deborah Learner

Regional Water Quality Control Board
2101 Webster Street
Oakland, CA 94612
Attn: Steven Hill

Metropolitan Transportation
Commission
Oakland, CA 94607
101 8th Street
Attn: Craig Goldblatt

San Francisco Real Estate Department
25 Van Ness Avenue, 4th floor
San Francisco, CA 94102
Attn: Anthony Delucchi, Director of
Property

GROUPS AND INDIVIDUALS

David Bahlman
SF Heritage
2007 Franklin Street
San Francisco, CA 94109

Sue C. Hestor
870 Market Street
Room 1128
San Francisco, CA 94102

Crescendo Studios
615 Battery Street #500
San Francisco, CA 94111

A. Laurence
Chandler Properties
2799 California Street
San Francisco, CA 94123

Janet Morcom
Golden Gateway III Residential Assoc.
170 Pacific Avenue, Mailbox A
San Francisco, CA 94111

Brian Browne
550 Battery Street #1409
San Francisco, CA 94111

Harold Moose
34 Hinkley Walk
San Francisco, CA 94111

Thomas J. Flynn, Realty Consultant
170 Pacific Avenue, Suite No. 22
Golden Gateway Commons
San Francisco, CA 94111-1958

Joseph Caring
633 Battery Street, #640
San Francisco, CA 94111

Michael H. Zischke
Landels Ripley & Diamond LLP
350 The Embarcadero
San Francisco, CA 94105

David D. Burnette
155 Jackson Street, #403
San Francisco, CA 94111-1921

Keker & Van Nest, LLP
710 Sansome Street
San Francisco, CA 94111-1704
Attn: Christopher C. Kearney

Aron Foxworthy
Coblentz, Cahen, McCabe & Bryer
222 Kearny Street
San Francisco, CA 94108-4510

Michael R.F. Whitman
St. Francis Assoc.
44 Montgomery Street, Suite 920
San Francisco, CA 94104-4804

Golden Gateway Center
460 Davis Court
San Francisco, CA 94111-2496
Attn: Patricia L. Farrell, Property Manager

Rhonda Wilkinson Domingo
633 Battery Street, Suite 653
San Francisco, CA 94111

Joan Cogan
550 Battery Street, #1101
San Francisco, CA 94111

Denise Busselen
440 Davis Court, #1802
San Francisco, CA 94111

Samuel Tak
633 Battery Street, Suite 630
San Francisco, CA 94111

Michael Kuhn
41 Sutter Street #200
San Francisco, CA 94104

615 Front Street Association
2716 Scott Street
San Francisco, CA 94123

Ray Glickman
109 Geary Blvd.
San Francisco, CA 94108

Barbara Felton
155 Jackson Street #904
San Francisco, CA 94111

MEDIA

Associated Press
1390 Market Street, Suite 318
San Francisco, CA 94102
Attn: Bill Shiffman

Leland S. Meyerzone
KPOO - FM
P.O. Box 6149
San Francisco, CA 94101

San Francisco Bay Guardian
2700 - Nineteenth Street
San Francisco, CA 94110
Attn: Patrick Douglas, City Editor

San Francisco Business Times
275 Battery Street
Suite 940
San Francisco, CA 94111
Attn: Tim Turner

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attn: Elliot Diringer

San Francisco Examiner
P.O. Box 7260
San Francisco, CA 94120
Attn: Gerald Adams

The Sun Reporter
1366 Turk Street
San Francisco, CA 94115

Tenderloin Times
290 Turk Street
San Francisco, CA 94102
Attn: Editor

LIBRARIES

Document Library (Two Copies)
City Library - Civic Center
San Francisco, CA 94102
Attn: Kate Wingerson

Stanford University Libraries
Jonsson Library of Government
Documents
State & Local Documents Division
Stanford, CA 94305

Government Publications Department
San Francisco State University
1630 Holloway Avenue
San Francisco, CA 94132

Hastings College of the Law - Library
200 McAllister Street
San Francisco, CA 94102-4978

Institute of Government Studies
109 Moses Hall
University of California
Berkeley, CA 94720

PROJECT SPONSOR

Matt Field, Project Manager
Martin Battery Associates
100 Bush Street, 26th Floor
San Francisco, CA 94104

PROJECT ARCHITECT

William McCluskey, President
McCluskey & Associates
735 Montgomery Street, Suite 310
San Francisco, CA 94111

John Field, President
Field Paoli
57 Post Street
San Francisco, CA 94104

PROJECT ATTORNEY

David Cincotta, Attorney at Law
1388 Sutter Street, Suite 900
San Francisco, CA 94109

B. DRAFT EIR NOTIFICATION DISTRIBUTION LIST

ADJACENT PROPERTY OWNERS & TENANTS

Occupant
318 Pacific Avenue
San Francisco, CA 94111

Occupant
733 Front Street
San Francisco, CA 94111

Occupant
290 Pacific Avenue
San Francisco, CA 94111

Occupant
10 Walton Plaza
San Francisco, CA 94111

Marjorie Van Dusen et al
170 Pacific Ave. #12
San Francisco, CA 94111

Peggy Young et al
170 Pacific Ave. #29
San Francisco, CA 94111

Occupant
13 Walton Plaza
San Francisco, CA 94111

Yellon Family 1993 Trust
14 Walton Plaza
San Francisco, CA 94111

Mr & Mrs David Kwok
550 Davis Street #20
San Francisco, CA 94111

Occupant
15 Walton Plaza
San Francisco, CA 94111

Bank of Canton of California
555 Montgomery Street
San Francisco, CA 94111

Occupant
16 Walton Plaza
San Francisco, CA 94111

Occupant
17 Walton Plaza
San Francisco, CA 94111

Cora Kam Trust
370 Hema Place
Honolulu, HI 96821-1835

Occupant
18 Walton Plaza
San Francisco, CA 94111

Maria Ritchie et al
170 Pacific Avenue #19
San Francisco, CA 94111

Mr & Mrs N. R. Morcom
170 Pacific Avenue #20
San Francisco, CA 94111

1983 Van Ness Trust
1 Post Street #3550
San Francisco, CA 94104

Occupant
21 Walton Plaza
San Francisco, CA 94111

Richard Hirsch et al
170 Pacific Avenue #23
San Francisco, CA 94111

Mr. and Mrs. Richard Swillinger
170 Pacific Avenue #24
San Francisco, CA 94111

Robert Vanmalder et al
170 Pacific Avenue #25
San Francisco, CA 94111

James Oakes et al
170 Pacific Avenue #26
San Francisco, CA 94111

Mr. and Mrs. Anthony Chappell
170 Pacific Avenue #27
San Francisco, CA 94111

Ethel Baumeister
170 Pacific Avenue #28
San Francisco, CA 94111

Thomas Young Trustee
29 Walton Plaza
San Francisco, CA 94111

James Topinka et al
30 Walton Plaza
San Francisco, CA 94127

Mr. and Mrs. Peter Rubin
31 Walton Plaza
San Francisco, CA 94127

Paul Lairson et al
170 Pacific Avenue #32
San Francisco, CA 94111

Mundell Trust
170 Pacific Avenue #33
San Francisco, CA 94111

Mr. and Mrs. Lawrence Moore
170 Pacific Avenue #34
San Francisco, CA 94111

Torus-Welcome Properties
389 Via Palo Linda
Suisun City, CA 94585

Golden Gateway Center
460 Davis Court
San Francisco, CA 94111-2496
Attn: Gertie Alonzo

Occupant
35 Walton Plaza
San Francisco, CA 94111

Kathryn Neel et al
170 Pacific Avenue #36
San Francisco, CA 94111

Shan Steinmark et al
170 Pacific Avenue #37
San Francisco, CA 94111

Kathleen Bracco et al
170 Pacific Avenue #38
San Francisco, CA 94111

Maja Lofdahl et al
Shiu Wing Steel
1209 Jardine House
Hong Kong

Occupant
39 Walton Plaza
San Francisco, CA 94111

David Mackin et al
170 Pacific Avenue #40
San Francisco, CA 94111

Douglas Tuttle et al
170 Pacific Avenue #41
San Francisco, CA 94111

Elizabeth Kwan et al
918 Stagi St.
Los Altos, CA 94024

Occupant
43 Walton Plaza
San Francisco, CA 94111

Hong Siu Chu Pong et al
170 Pacific Avenue #47
San Francisco, CA 94111

Occupant
46 Walton Plaza
San Francisco, CA 94111

Eric Chen et al
233 Sansome Street #500
San Francisco, CA 94104

Occupant
48 Walton Plaza
San Francisco, CA 94111

Edwin Go et al
49 Walton Plaza
San Francisco, CA 94111

John Chappell
Levi Strauss & Co.
1144 Battery Street
San Francisco, CA 94111

Occupant
50 Walton Plaza
San Francisco, CA 94111

Rene Kong et al
170 Pacific Avenue #51
San Francisco, CA 94111

Occupant
52 Walton Plaza
San Francisco, CA 94111

Birte Lunding et al
22 Porto Bello Drive
San Rafael, CA 94901

Occupant
53 Walton Plaza
San Francisco, CA 94111

Occupant
1 Walton Plaza
San Francisco, CA 94111

Chun Lo et al
170 Pacific Avenue #2
San Francisco, CA 94111

Mr & Mrs Timothy Foo
170 Pacific Avenue #3
San Francisco, CA 94111

Payson Cha et al
170 Pacific Avenue #4
San Francisco, CA 94111

Occupant
110 Pacific Avenue
San Francisco, CA 94111

Richard Muratore et al
170 Pacific Avenue #5
San Francisco, CA 94111

Occupant
120 Pacific Avenue
San Francisco, CA 94111

Mr and Mrs Ralph Bernstein
170 Pacific Avenue #6
San Francisco, CA 94111

Occupant
130 Pacific Avenue
San Francisco, CA 94111

Werchick Family Revocable Trust
170 Pacific Avenue #7
San Francisco, CA 94111

Occupant
150 Pacific Avenue
San Francisco, CA 94111

Mr. and Mrs. Henry Donahoe
170 Pacific Avenue #8
San Francisco, CA 94111

Occupant
160 Pacific Avenue #200
San Francisco, CA 94111

Lidow Family Trust
454 Cuesta Way
Los Angeles, CA 90077

Occupant
180 Pacific Avenue
San Francisco, CA 94111

Occupant
9 Walton Plaza
San Francisco, CA 94111

Bank of California National Assoc.
400 California Street
San Francisco, CA 94104

Occupant
55 Broadway
San Francisco, CA 94111

Occupant
640 Battery Street
San Francisco, CA 94111

Occupant
75 Broadway Street #205
San Francisco, CA 94111

Occupant
649 Front Street
1st Floor
San Francisco, CA 94111

Occupant
635 Davis Street
San Francisco, CA 94111

Occupant
649 Front Street
2nd Floor
San Francisco, CA 94111

Occupant
655 Davis Street
San Francisco, CA 94111

Occupant
639 Front Street #1
San Francisco, CA 94111

Occupant
665 Davis Street
San Francisco, CA 94111

Occupant
639 Front Street #2
San Francisco, CA 94111

Occupant
675 Davis Street
San Francisco, CA 94111

Occupant
639 Front Street #3
San Francisco, CA 94111

Occupant
639 Front Street #4
San Francisco, CA 94111

Occupant
615 Front Street #1
San Francisco, CA 94111

Occupant
615 Front Street #2
San Francisco, CA 94111

Occupant
617 Front Street
San Francisco, CA 94111

Occupant
607 Front Street
San Francisco, CA 94111

Occupant
611 Front Street #3
San Francisco, CA 94111

Occupant
315 Pacific Ave.
San Francisco, CA 94111

Occupant
625 Battery Street
San Francisco, CA 94111

Occupant
603 Battery Street
San Francisco, CA 94111

Occupant
605 Battery
San Francisco, CA 94111

Occupant
555 Battery Street
San Francisco, CA 94111

Occupant
564 Battery
San Francisco, CA 94111

Occupant
570 Battery Street
San Francisco, CA 94111

Occupant
165 Jackson Street
San Francisco, CA 94111

Occupant
201 Jackson Street
San Francisco, CA 94111

Occupant
205 Jackson Street
San Francisco, CA 94111

Occupant
209 Jackson Street
San Francisco, CA 94111

GROUPS AND INDIVIDUALS

AIA
San Francisco Chapter
130 Sutter Street
San Francisco, CA 94104
Attn: Bob Jacobvitz

Richard Mayer
Artists Equity Assn.
27 Fifth Avenue
San Francisco, CA 94118

Steve Atkinson
Baker & McKenzie
Two Embarcadero Center
24th Floor
San Francisco, CA 94111

John Bardis
Sunset Action Committee
1501 Lincoln Way, #503
San Francisco, CA 94122

Alice Suet Barkley, Esq.
30 Blackstone Court
San Francisco, CA 94123

Bay Area Council
200 Pine Street, Suite 300
San Francisco, CA 94104-2702

Albert Beck
Eco/Plan International
310 B Salem Street
Chico, CA 95928

Breitman Co.
120 Howard Street, Suite 440
San Francisco, CA 94105
Attn: Frank Young

Michael Dyett
Blayney-Dyett
70 Zoe Street
San Francisco, CA 94103

Peter Bosselman
Environmental Simulation Laboratory
119 Wurster Hall
University of California
Berkeley, CA 94720

Georgia Brittan
870 Market Street, Room 1119
San Francisco, CA 94102

Gladstone & Vettel, Attorneys at Law
177 Post Street, Penthouse
San Francisco, CA 94108
Attn: Steven L Vettel

Gensler and Associates
550 Kearny Street
San Francisco, CA 94103
Attn: Peter Gordon

Goldfarb & Lipman
One Montgomery Street
West Tower, 23rd Floor
San Francisco, CA 94104
Attn: Paula Crow

Greenwood Press, Inc.
P.O. Box 5007
Westport, Conn 06881-9900
Attn: Eric LeStrange

Gruen, Gruen & Associates
564 Howard Street
San Francisco, CA 94105

Maxwell & Associates
1522 Grand View Drive
Berkeley, CA 94705
Attn: Sally E. Maxwell

Valerie Hersey
Munsell Brown
950 Battery
San Francisco, CA 94111

The Jefferson Company
3652 Sacramento Street
San Francisco, CA 94118

Jones Lang Wootton
710 One Embarcadero Center
San Francisco, CA 94111
Attn: Sheryl Bratton

Kaplan/McLaughlin/Diaz
222 Vallejo Street
San Francisco, CA 94111
Attn: Jan Vargo

Legal Assistance to the Elderly
Brent Kato
1453 Mission Street, 5th Floor
San Francisco, CA 94103

Larry Mansbach
44 Montgomery Street
San Francisco, CA 94104

Cliff Miller
970 Chestnut Street, #3
San Francisco, CA 94109

Milton Meyer & Co.
One California Street
San Francisco, CA 94111
Attn: James C. DeVoy

Robert Meyers Associates
120 Montgomery Street, Suite 2290
San Francisco, CA 94104

Morrison & Foerster
345 California Street
San Francisco, CA 94104
Attn: Jacob Herber

National Lawyers Guild
558 Capp Street
San Francisco, CA 94110
Attn: Regina Sneed

Nichols-Berman
142 Minna Street
San Francisco, CA 94105
Attn: Louise Nichols

Norris, Beggs & Simpson
601 California Street, Suite 1400
San Francisco, CA 94108
Attn: Karen Weber

Pacific Stock Exchange
301 Pine Street
San Francisco, CA 94104
Attn: Dale Carleson

Page & Turnbull
724 Pine Street
San Francisco, CA 94109

Perini Corporation
75 Broadway
San Francisco, CA 94111
Attn: Christopher Scales

Pillsbury, Madison & Sutro
P.O. Box 7880
San Francisco, CA 94120
Attn: Marilyn L. Siems

Planning Analysis & Development
50 Francisco Street
San Francisco, CA 94133
Attn: Gloria Root

Dennis Purcell
Coblentz, Cahen, McCabe and Breyer
222 Kearny Street, 7th Floor
San Francisco, CA 94108

Ramsay/Bass Interest
3756 Grant Avenue, Suite 301
Oakland, CA 94610
Attn: Peter Bass

James Reuben
Reuben & Alter
655 Montgomery St., 16th Floor
San Francisco, CA 94111

Capital Planning Department
UCSF
145 Irving Street
San Francisco, CA 94122
Attn: Bob Rhine

David Rhoades & Associates
400 Montgomery Street, Suite 604
San Francisco, CA 94104

Herb Lemcke, FAIA
Rockefeller & Assoc. Realty L.P.
Four Embarcadero, Suite 2600
San Francisco, CA 94111-5994

Rothschild & Associates
244 California Street, Suite 500
San Francisco, CA 94111
Attn: Thomas N. Foster

Royal Lepage Commercial Real Estate
Services
353 Sacramento Street, Suite 500
San Francisco, CA 94111
Attn: Richard Livermore

John Sanger, Esq.
1 Embarcadero Center, 12th Floor
San Francisco, CA 94111

Sedway Cooke Associates
300 Montgomery Street, Suite 200
San Francisco, CA 94104

Shartsis Freise & Ginsburg
One Maritime Plaza, 18th Floor
San Francisco, CA 94111
Attn: Dave Kremer

Skidmore, Owings & Merrill
333 Bush Street
San Francisco, CA 94104
Attn: John Kriken

Solem & Associates
545 Mission Street
San Francisco, CA 94105
Attn: Olive Lewis

Square One Productions
725 Filbert Street
San Francisco, CA 94133

Steefel, Levitt & Weiss
199 - 1st Street
San Francisco, CA 94105
Attn: Robert S. Tandler

Jerry Tone
Montgomery Capital Corp.
244 California St.
San Francisco, CA 94111

Joel Ventresca
202 Grattan
San Francisco, CA 94117

Jon Twitchell Associates
70 Hermosa Avenue.
Oakland, CA 94618

Stephen Weicker
899 Pine Street, #1610
San Francisco, CA 94108

Calvin Welch
Council of Community Housing
Organizations
409 Clayton Street
San Francisco, CA 94117

Howard Wexler
235 Montgomery, 27th Floor
San Francisco, CA 94104

Eunice Willette
1323 Gilman Avenue
San Francisco, CA 94124

Bethea Wilson & Associates Art In
Architecture
2028 Scott, Suite 204
San Francisco, CA 94115

Brobeck, Phleger, Harrison
One Market Plaza
San Francisco, Ca 94105
Attn: Susan R. Diamond

Cahill Contractors, Inc.
425 California Street, Suite 2300
San Francisco, CA 94104
Attn: Jay Cahill

Chicago Title
388 Market Street, 13th Floor
San Francisco, CA 94111
Attn: Carol Lester

Chickering & Gregory
615 Battery Street, 6th Floor
San Francisco, CA 94111
Attn: Ken Soule

Chinatown Resource Center
1525 Grant Avenue
San Francisco, CA 94133

Coalition For San Francisco
Neighborhoods
Mrs. Dorice Murphy
175 Yukon Street
San Francisco, CA 94114

Coldwell Banker
One Embarcadero Center, 23rd Floor
San Francisco, CA 94120
Attn: Richard Leiter
Mark P. Geisreiter

Coldwell Banker
Finance Department
One Embarcadero Center, 23rd Floor
San Francisco, CA 94120
Attn: Doug Longyear, Tony Blaczek

Cushman & Wakefield of California, Inc.
Bank of America Center
555 California Street, Suite 2700
San Francisco, CA 94104
Attn: Wayne Stiefvater
Lawrence Farrell

Damner Pike & Co.
345 California Street, Suite 2100
San Francisco, CA 94104
Attn: Charles McCabe

Damon Raike & Co.
100 Pine Street, Suite 1800
San Francisco, CA 94111
Attn: Frank Fudem

DKS Associates
1956 Webster Street, #300
Oakland, CA 94612

Downtown Association
582 Market Street
San Francisco, CA 94105

EIP Associates
601 Montgomery Street, Suite 500
San Francisco, CA 94111

Environmental Science Associates, Inc.
225 Bush St., 17th Floor
San Francisco, CA 94104

Fan & Associates
Architecture & Planning, Inc.
580 Market Street, Suite 300
San Francisco, CA 94104
Attn: Robert Fan

Farella, Braun & Martel
235 Montgomery Street
San Francisco, CA 94104
Attn: Sandra Lambert

Food and Fuel Retailers For Economic
Equality
770 L Street, Suite 960
Sacramento, CA 95814
Attn: Doug Stevens
State Coordinator

G. Bland Platt
362 Ewing Terrace
San Francisco, CA 94118

San Francisco Beautiful
41 Sutter Street, #709
San Francisco, CA 94104
Attn: Donna Casey, Exec. Director

San Francisco Building & Construction
Trades Council
2660 Newhall Street, #116
San Francisco, CA 94124-2527
Attn: Stanley Smith

San Francisco Chamber of Commerce
465 California Street
San Francisco, CA 94104

San Francisco Labor Council
550 Howard Street
San Francisco, CA 94105
Attn: Walter Johnson

Sierra Club
85 Second
San Francisco, CA 94105

James W. Haas
Chair
Civic Pride!
633 Battery Street, 5th Floor
San Francisco, CA 94111

James Chappell
Executive Director
SPUR
312 Sutter Street
Suite 500
San Francisco, CA 94108

Coalition for S.F. Neighborhoods
628 Ashbury Street
San Francisco, CA 94117

Joe O'Donoghue
President
Residential Builders Assn. of S.F.
1212 Market Street
Suite A
San Francisco, CA 94102

San Francisco Tomorrow
41 Sutter Street #1579
San Francisco, CA 94104
Attn: Jane Morrison

Tenants and Owners Development Corp.
230 - Fourth Street
San Francisco, CA 94103
Attn: John Elberling

APPENDIX C: INTERSECTION LEVEL OF SERVICE DESIGNATIONS

Existing and future traffic conditions at signalized intersections within the primary study area have been evaluated using the TRAF-NETSIM Traffic Simulation Model. Conditions at signalized intersections in the secondary study area have been evaluated using the *1985 Highway Capacity Manual* (Transportation Research Board, 1985) operations methodology. Both methodologies use the concept of Level of Service (LOS), which, for signalized intersections, is defined in terms of delay, or waiting time at a signal. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Intersection LOS, determined according to the vehicle delay in seconds per vehicle, range from LOS A (very low delay) to LOS F (forced flow). Table C-1 (page A.46) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *1985 Highway Capacity Manual* method. The TRAF-NETSIM simulation calculates LOS in much the same way, with similar results, but refines the analysis based on signal progression along streets, such as the Embarcadero, and based on spill-back, when queues from one intersection extend back to a previous intersection.

In the past, for planning applications, the City of San Francisco has used a slightly different methodology than the TRAF-NETSIM or *1985 Highway Capacity Manual* to analyze operations at signalized intersections. That method, known as the *Critical Lane Analysis* (Transportation Research Circular Number 212, Transportation Research Board, 1980), determines the ratio of critical opposing traffic volumes to theoretical intersection capacity, yielding the volume-to-capacity (v/c) ratio. Intersection LOS, determined according to the value of the v/c ratio, range from LOS A (free flowing condition) to LOS F (severely congested conditions). Table C-2 (page A.47) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *Critical Lane Analysis* methodology.

TABLE C-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON DELAY

LEVEL OF SERVICE	TYPICAL DELAY (SEC/VEH)	TYPICAL TRAFFIC CONDITION
A	≤ 5.0	Insignificant Delays: No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	5.1 - 15.0	Minimal Delays: an occasional approach phase is fully utilized. Drivers begin to feel restricted.
C	15.1 - 25.0	Acceptable Delays: Major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	Tolerable Delays: Drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	Significant Delays: Conditions are generally the limit of acceptable delays. Vehicles may wait through several signal cycles and long queues of vehicles from upstream.
F	> 60.0	Excessive Delays: Represents unacceptable conditions with extremely long delays. Queues may block upstream intersections.

Sources: *Highway Capacity Manual*, Highway Research Board, Special Report No. 209, Washington, D.C., 1985; *Interim Materials on Highway Capacity*, Circular 212, Transportation Research Board, 1980; Kolve Engineering.

TABLE C-2
ARTERIAL LEVEL OF SERVICE DEFINITIONS BASED ON TRAVEL SPEED

ARTERIAL CLASS	I	II	III
RANGE OF FREE FLOW SPEEDS (mph)	45 to 35	35 to 30	35 to 25
TYPICAL FREE FLOW SPEED (mph)	40	35	27
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (mph)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

- Level of Service A:** Primarily free-flow operations at average travel speeds, usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
- Level of Service B:** Reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
- Level of Service C:** Stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.
- Level of Service D:** Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.
- Level of Service E:** Significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
- Level of Service F:** Extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1980.

Although the two methodologies for calculating the LOS differ, there is usually a good correlation between the LOS calculated using either method of analysis. It is only when high levels of congestion occur that differences between the two methodologies may be more apparent. As an example, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at a LOS F, with poor traffic progression, many signal cycle failures and vehicle delays above 60 seconds per vehicle; however, the v/c ratio could be below one, which would mean a LOS E using the *Critical Lane Analysis* methodology. Conversely, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at LOS D, with an efficient signal progression handling large traffic volumes; however, the v/c ratio could be above 0.9, which would mean a LOS E using the *Critical Lane Analysis* methodology.

APPENDIX D. PEDESTRIAN LEVEL OF SERVICE DESCRIPTIONS

Pedestrian LOS were calculated using the Pushkarev and Zupan's *Urban Space for Pedestrians* (MIT Press, 1975). For pedestrian crosswalks, pedestrian flow rates, or the number of pedestrians passing a point per unit of time, are the basis for the flow regime designation. The flow rate is calculated using the width of the crosswalk and the number of pedestrians using the crosswalk per peak 15-minute period. Qualitatively, the flow regime indicates the "freedom to choose desired speeds and to bypass others." Table D-1 below shows the relationship between pedestrian flow rates and the flow regimes (categories) used to describe levels of operation. Figure D-1 (page A.41) shows definition of pedestrian conditions that correspond to the flow regimes.

TABLE C-3
PEDESTRIAN FLOW REGIMEN

FLOW REGIME	CHOICE	CONFLICTS	FLOW RATE (p/f/m) ^a
Open	Free Selection	None	less than 0.5
Unimpeded	Some Selection	Minor	0.5 to 2.0
Impeded	Some Selection	High Indirect Interaction	2.1 to 6.0
Constrained	Some Restriction	Multiple	6.1 to 10.0
Crowded	Restricted	High Probability	10.1 to 14.0
<u>Design Limit - Upper Limit of Desirable Flow</u>			
Congested	All Reduced	Frequent	14.1 to 18.0
Jammed	Shuffle Only	Unavoidable	Not applicable ^b

Notes: ^a p/f/m = Pedestrians per foot of effective sidewalk width per minute.

^b For Jammed Flow, the (attempted) flow rate degrades to zero at complete breakdown.

Source: *Urban Space for Pedestrians*, MIT Press, 1976, Cambridge, MA.

LEVEL OF SERVICE A

Pedestrian Space: ≥ 130 sq ft/ped Flow Rate: ≤ 2 ped/min/ft

At walkway LOS A, pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.

**LEVEL OF SERVICE B**

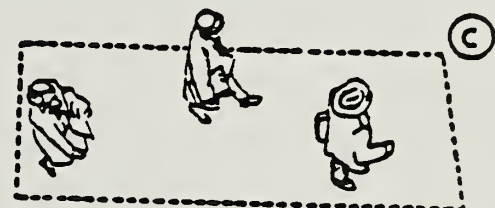
Pedestrian Space: ≥ 40 sq ft/ped Flow Rate: ≤ 7 ped/min/ft

At LOS B, sufficient area is provided to allow pedestrians to freely select walking speeds, to bypass other pedestrians, and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians, and to respond to their presence in the selection of walking path.

**LEVEL OF SERVICE C**

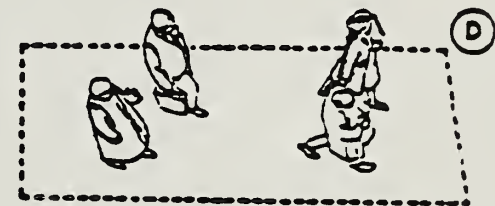
Pedestrian Space: ≥ 24 sq ft/ped Flow Rate: ≤ 10 ped/min/ft

At LOS C, sufficient space is available to select normal walking speeds, and to bypass other pedestrians in primarily unidirectional streams. Where reverse-direction or crossing movements exist, minor conflicts will occur, and speeds and volume will be somewhat lower.

**LEVEL OF SERVICE D**

Pedestrian Space: ≥ 15 sq ft/ped Flow Rate: ≤ 15 ped/min/ft

At LOS D, freedom to select individual walking speed and to bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflict is high, and its avoidance requires frequent changes in speed and position. The LOS provides reasonably fluid flow; however, considerable friction and interaction between pedestrians is likely to occur.

**LEVEL OF SERVICE E**

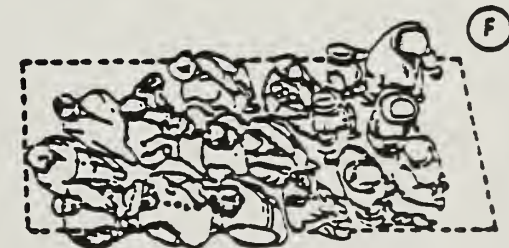
Pedestrian Space: ≥ 6 sq ft/ped Flow Rate: ≤ 25 ped/min/ft

At LOS E, virtually all pedestrians would have their normal walking speed restricted, requiring frequent adjustment of gait. At the lower range of this LOS, forward movement is possible only by "shuffling." Insufficient space is provided for passing of slower pedestrians. Cross- or reverse-flow movements are possible only with extreme difficulties. Design volumes approach the limit of walkway capacity, with resulting stoppages and interruptions to flow.

**LEVEL OF SERVICE F**

Pedestrian Space: ≤ 6 sq ft/ped Flow Rate: variable

At LOS F, all walking speeds are severely restricted, and forward progress is made only by "shuffling." There is frequent, unavoidable contact with other pedestrians. Cross- and reverse-flow movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristic of queued pedestrians than of moving pedestrian streams.



Source: Highway Capacity Manual, Special Report 209, Third Edition, Chapter 13, TRB, 1994

PLACE
POSTAGE
HERE

San Francisco Planning Department
Office of Environmental Review
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Attn: Hillary E. Gitelman, Environmental Review Officer
97.678E - 640 Battery Street Office Building Expansion

PLEASE CUT ALONG DOTTED LINE

RETURN REQUEST REQUIRED FOR FINAL
ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: Department of City Planning,
Office of Environmental Review

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below

--

